592.0142

United States
Department of
Agriculture

Forest Service

Pacific Southwest
Region

Eldorado
National Forest

Georgetown
Ranger District

Georgetown,
California

Analysis of Literature and Public Input Leading to Development of Management Direction

for

SCHWINCK

Acknowledgements

I first want to recognize Robert Lusk, Forest Supervisor (retired) who was instrumental in giving me the opportunity to attend the Outdoor Recreation Management Short Course. Then I thank Jerry Hutchins, Forest Supervisor, Eldorado Nationaal Forest, who not only allowed me the time to do this project, but kept after me to see that I completed the paper.

I also appreciate Art Allen, District Resource Officer, who made many phone calls, set up meetings and read the first draft of this report.

I thank my other Staff Officers, FMO Bob Woods and TMO Jim Plank who, together with Art Allen, kept the District moving ahead while I was occupied with this project.

I especially appreciate Jennifer Damm who typed, reworked and reworked, the manuscript. She spent many hours and several weekend days working to get this paper completed.

And, I thank my wife Linda, daughter Gretchen, and son Karl whose understanding and support were a great help to me. My wife also reviewed one of the drafts for content. Without their patience it would not have been possible to complete this draft.

ANALYSIS OF LITERATURE AND PUBLIC INPUT LEADING TO THE DEVELOPMENT OF MANAGEMENT DIRECTION FOR ROCK CREEK OFF-ROAD MOTORCYCLE AREA

Georgetown Ranger District
Eldorado National Forest
March, 1985

This paper was prepared as a student project in partial fulfillment of the requirements of the Professional Development for Outdoor Recreation Management program at Clemson University. It in no way reflects USDA Forest Service policy nor are the opinions expressed those of anyone other than the author.

ABSTRACT

Author: Kirby W. Schwinck
District Ranger
Georgetown Ranger District
Eldorado National Forest
7600 Wentworth Springs Road
Georgetown, CA 95634
(916) 333-4312

Title: Analysis of Literature and Public Input Leading to the Development of Management Direction for Rock Creek Off-Road Motorcycle Area.

Abstract: The Rock Creek Area encompasses approximately 23,000 acres of Eldorado National Forest land. This almost solid block of public land has been open to motorcycle use for more than 20 years. With an elevation of 2,000 to 4,000 feet, that is generally below the snowline, it is a popular motorcycle area in the Fall-Winter-Spring when air temperatures are pleasant and soil moisture is high. The riding is primarily over narrow trails through dense brush and trees growing on old skid trails and roads.Existing roads are used to complete the loops that make up almost 250 miles of motorcycle trail riding experience. Use has been increasing moderately the past ten years.

The Rock Creek Area is surrounded almost entirely by private land that is closed to public use because of development of housing subdivisions or private timber holdings. Since this area is one of the few areas available to motorcycle use in a forested environment within 1 1/2 to 3 hours travel time of the Sacramento-San Francisco metropolitan areas, planned Forest Service timber management activities will have a great impact on the existing motorcycle recreation experience. Therefore, to assist the Georgetown Ranger District Management group, this paper discusses population trends, behavioral concepts and development criteria obtained from a research of the literature and input from the using public, adjacent landowners, and local agencies that is applicable to, and will influence, decisions and direction for developing facilities and managing off-road motorcycle use in the Rock Creek Area.

EXECUTIVE SUMMARY

The objective of this paper is to:

1. Identify the population trends that will influence future use of the area.

2. Discuss the behavior concepts of the off-road motorcyclist that will influence management direction.

3. Discuss identified user concerns and desires obtained from meetings with user groups and from response forms from individual motorcyclists.

4. Discuss identified concerns and desires obtained from contacts with local agencies, adjacent landowners, and local business people.

5. Be the scoping document for an Environmental Assessment Report that will be prepared by November, 1985 which, together with an Action Plan, will result in the total management plan for Off-Road Vehicle (ORV) use in the Rock Creek Area.

Population and Age Trends and Projections That Will Influence Future Recreation and ORV Use in the Rock Creek Area

Participation in high risk or adventurous recreation activities such as motorcycle riding is expected to continue increasing in popularity. The demand will continue to increase through the year 2000 for a total increase of 12-22.5% in the Central California Area. By the year 2000 the average age of the rider will be older with about 31 percent in 35-54 year old age bracket. With the 50.1% increase in population in the Sacramento SMSA, the majority of the users will increasingly be within one to one and one-half hours travel time from the Rock Creek Area.

Understanding Behavioral Concepts of the Biker and the Experience Desired

The bike rider using the Rock Creek Area is a composite of an endurance rider and a casual trail rider who enjoys the recreation experience provided by the environment as it exists today. The challenge to the land manager will be to manage the resources to maintain the existing recreation experience. The user most susceptible to changes in the environment are thosebikers who have used the area for up to 20 years as they will feel the change most readily by the drop in their experience and expectations.

Discussion of the Relationship of Motorcycle Use Upon Private Land and Other Users of the Rock Creek Area

The private lands on the north, west, and south side of this area have been, or are being, sub-divided into 5 acre to 40 acre parcels. Many of these parcels have homes adjacent to the National Forest. The bike use of the public lands has not created real problems, except along access routes to the area. The noise from these machines making several trips near residences causes great concern of the landowner.

Equestrian use has been light in the area. But, in the past several years horse endurance runs have used several of the motorcycle trails. However, equestrian use will be emphasized to north of Wentworth Springs Road and away from this area. Use of four wheeled vehicles occurs on existing roads. The biker needs to be aware that other vehicles may be on roads as they limit the travel space.

Timber management activities impact the recreation experience by converting popular trails into roads, leaving slash on trails, logging temporarily closing trails during heavy use periods, and removing the undergrowth that widens the trails. The Timber Sale Planner must minimize the impact of the timber sale on the recreation experience and use the opportunity to enhance the experience through proper planning and coordination of the timber management activities.

Managing the Motorcycle Activity During the Period the Forest ORV Plan is in Effect

The primary use period of this area is October through April when the Forest ORV Plan is in effect. To establish management controls during wet periods the area will be divided into three sub-zones that reflect differences in elevation and responses of

the soils to drying after rain and snow. An information system will be established to inform the user of weather and trail conditions prior to their leaving home.

Planning Direction for Facilities

The literature search provided many publication that describe proven methods of trail construction, reconstruction, and maintenance. The objective will be to provide trails that challenge all skill levels, minimize resource damage, but not to overmanage the trails. There are five trailheads inventoried for this area. Mace Mill is presently the most popular and will receive the highest priority for development. The other in priority are Bald Mountain, Mosquito, Soapweed, and Harricks. The development scale will be semi-primitive motorized with the objective not to over-develop or over-structure.

Signing of the area will be to inform the user of regulations, direct the user to and from the area, educate the user, hazardous conditions, trail conditions and closures, private land and area boundaries, "street legal" requirements, and the boundary of the sub-zones.

Information-Education-Regulation-Law Enforcement

Information, education, regulation, and law enforcement are all interrelated as it is attempting to influence the users to perform responsibly. The regulations that need to be enforced are the "street legal" and noise level requirements. The noise level will be monitored using the Society of Automotive Engineering Stationary Sound Test Proceduree. Since there has been little or no law enforcement by the Forest Service, care must be taken not to alienate the users. A positive program that encourages rapport between the users and the Forest Service must be developed.

Future Development

There is an opportunity to incorporate additional miles of trail by constructing a trail across Slab Creek to access Poho Ridge/Camp 7 area. If feasible, this trail would provide a loop from the Soapweed Trailhead. This additional mileage would help provide adequate mileage and reduce environmental damage by spreading the use over a larger area.

Environmental Assessment Report and Monitoring

The Environmental Assessment Report (EAR) will include the monitoring plan for the area. Upon approval of the E.A.R., a Final Action Plan will be conpleted by 12/31/85, which will summarize the action items required to implement the management development, mitigation and monitoring requirements.

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ANALYSIS OF LITERATURE AND PUBLIC INPUT

LEADING TO THE DEVELOPMENT OF THE MANAGEMENT DIRECTION FOR

ROCK CREEK OFF ROAD MOTORCYCLE AREA

GEORGETOWN RANGER DISTRICT

ELDORADO NATIONAL FOREST

March 1985

I. INTRODUCTION

The Rock Creek Area is located on the Georgetown Ranger District on the Eldorado National Forest in the foothills of the Central Sierra Mountain Range (see Appendix Map 1 and 2). This area has been used for the past 20 years by off road motorcycles. Within the last ten years an increasing number of users have come to the area resulting in increased soil erosion, heavy used trails, and numerous trails are being added to the area through use.

Also, this area has been the site of two motorcycle enduros per year for the past ten years. These 100 mile enduros have been sponsored by the California Enduro Riders Association (CERA) under Special Use Permit. This organization has contributed many hours of labor to enhance the trail system for the enduros. This work has resulted in tieing trails to gether into a loop system that has greatly enhanced the general recreation experience.

The National Forest lands in the Rock Creek Drainage have taken on more importance as the private land to the west and south are subdivided for homes. And the private lands to the east, owned by Michigan-California Lumber Company, have been gated to prevent vehicular use by the public.

In addition, the past 20 years has seen relatively light timber management activity in the Rock Creek Drainage. However, in 1983 the first large green timber sale contract was let where numerous old roads and skid trails were re-opened. This showed that as the rest of this drainage is planned for timber sales in the next 3-5 years many of the trails popular with the motorcyclists would be impacted.

The California Off-Highway Vehicle Act of 1974 authorized registration of off-highway vehicles. The funds from this registration were to be expended for the construction of trails, trailheads, and other facilities for use by off-highway vehicles. Because of the increasing popularity

of the Rock Creek Area by motorcyclists, a project for access road reconstruction to Mace Mill Trailhead and 20 miles of trail reconstructio was approved by the California State Off-Highway Vehicle Commission in 1983. This approval authorized expenditure of State funds and indicated that user groups wanted these State funds to be expended in the Rock Creek Area. Additional projects have been funded including operation and maintenance funds.

To properly coordinate the ORV Recreation Use with other uses, demands and activities, the District must develop a Management Plan which will provide direction to enhance and protect the motorcycle activity, while at the same time managing timber under an even-aged silvicultural system under the approved Timber Management Plan.

II. PURPOSE AND OBJECTIVE

The purpose of this paper is to analyze and summarize the knowledge of management concepts of Off Road Motorcycle use that will assist the District Management Group apply this knowledge to management of motorcycle use in the Rock Creek Area. Based upon a literature search, meetings with user groups, response forms submitted by individual users, and contacts with local residents and local agencies, this paper outlines the proposed management direction for this area.

The objective of this paper is to:

1. Identify the population trends that will influence future use of the area.
2. Discuss the behavior concepts of the off road motorcyclist that will influence management direction.
3. Discuss identified user concerns and desires obtained from meetings with user groups and from response forms from individual motorcyclists.
4. Discuss identified concerns and desires obtained from personal contacts with local agencies, adjacent landowners, and local business people.
5. Be the scoping document for an Environmental Assessment Report that will be prepared by September, 1985 which, together with an action plan, will result in the total management plan for Off Road Vehicle (ORV) use in the Rock Creek area.

It must be recognized that this document is not the final answer. Management of ORV use is evolving rapidly and new toys are being brought to the Forest for use almost every year. Therefore, this document will only be the beginning, and will be amended as new information becomes available and new management concerns become apparent.

III. PHYSIOGRAPHICAL SETTING

The Rock Creek Area is approximately 22,000 acres of National Forest land that has been used by motorcyclists since the early 1960's. Over the years closed skid trails and spur roads from past logging practices have grown over with brush and trees. Many of these skid trails and roads were kept open by motorcycle use or cut open by users to provide additional trails. There are approximately 150 miles of motorcycle trails that provide a challenge to all level of riders. These trails are connected by almost 125 miles of road for a total of 275 (+/-) miles of riding opportunity.

The vegetation is manzanita, ceonothus, bear clover understory with mixed conifer and black oak and madrone overstory. The natural regeneration of manzanita and ponderosa pine on roads and skid trails is generally very thick and contributes to the excellent riding experience. Because logging has been limited to salvage the past 15 years, very few conflicts with timber management have occured. However, with the advent of an aggressive management program to bring unstocked acres into production, these skid trails and closed roads will become part of the access system for the future timber sales. Under the present Timber Management Plan, the entire Rock Creek area will be within a timber sale contract area by 1988 (Eldorado Timber Management Plan, 1978).

Since 1978, 1,757 acres of machine mulching has occurred in the large plantations on Mace Mill and Darling Ridge. This cultural work masticates brush to release the young trees. This work has been done without recognizing the need for maintaining narrow trails. Some sections of trail have been opened up and have lowered the recreation experience for the biker.

The topography ranges in elevation from 2,000 to 4,500 feet and is dominated by entrenched streams in a herringbone pattern. Slopes vary from 5-70% with steeper slopes on the inner gorge of Rock Creek and it's tributaries. The soils are formed mainly in vertically tilted slates and shists. The soil erodibility is considered to be moderate, except on slopes over 30% where the erodibility becomes high. The soils have high silt content and are susceptible to forming a high amount of dust when dry.

Annual precipitation is 50 to 60 inches per year with the majority occurring between October and April. Any snow usually melts within a few days, except, it stays longer than two weeks on north facing slopes above 3,500 feet. Temperatures are moderate in the fall through spring, with moderate daytime temperatures between 60-75 degrees and nighttime temperatures 20-35 degrees. Summer daytime temperatures range from

90-100 degrees between May and September. These temperatures and the dry soils restrict the peak use period to October through mid-April. Users generally travel to higher elevation areas of the Forest during the summer period.

Access to Rock Creek is by paved roads from Interstate-80 at Auburn, and State Highway 50 at Placerville. Travel time from Auburn and Placerville is about one hour to the primary trail head at Mace Mill Ridge via State Highway 193 and Wentworth Springs Road. The southern part of the area is 45 minutes from Placerville, via Highway 193 and Rock Creek County Road through Swansboro. Via both access, travel time from Sacramento is one hour, 45 minutes, and from San Francisco Bay Area, about three hours.

In 1976, the first motorcycle enduro was authorized by the Forest Service. Since that time, California Enduro Riders Association (CERA) have worked many hours on numerous trails to improve the enduros. As a result of their efforts the recreation experience for other users has also been enhanced. The trail work has been done under the guidance of the Forest Service but very little management by the Forest Service has been occuring.

CERA has voluntarily provided the Forest Service with a map of many of the existing motorcycle trails. This group has voluntarily contributed many person-hours in the development of this map and trail work. This organization as well as other user groups such as the Trail Bikers Sportsman Association (TBSA) and Sacramento Jammers provides the Forest Service with a group of people who are interested in the continued motorcycle use in the Rock Creek Area. They also provide a work force of volunteers for trail maintenance and reconstruction.

Another opportunity for manpower for facility construction and maintenance are crews from local California Civilian Conservation Corps (CCC) and California Department of Correction (CDC). These crews are within thirty minutes travel time of Rock Creek Area, and they work on many projects on National Forest lands. Their salaries are covered by the state while the Forest Service project funds provide the supplies for these crews.

In 1978 the Eldorado National Forest ORV Plan went into effect. Within the Rock Creek area under consideration, the Forest ORV Plan identified several roads, three motorcycle trails, and one 4 x 4 trail as all season travelways. Under the Forest ORV Plan, trails and roads that were open all season were posted with international picture signs. However, limited funding in 1980, no funding for management of this use since 1981, and vandalism have resulted in deterioration of the signing program. Also, the above average precipitation of 1982 and 1983, coupled with increasing biker use during wet periods and very little administration has resulted in many trails being severely eroded and rutted.

There is presently no public information program for motorcycle use. Knowledge of this area has occured by word-of-mouth from other users who have ridden in enduros or live in the vicinity. The lack of information includes no brochures to explain regulations; little signing to inform and guide the users to reduce conflicts with adjacent private landowners; and little information for the Forest Service receptionists to tell the public about off road vehicle opportunities. This lack of involvement by the Forest Service has resulted in the biker having few controls over use; that the biker is making management decisions through use; and new trails being established through use rather than planning.

IV. POPULATION AND AGE TRENDS AND PROJECTIONS THAT WILL INFLUENCE FUTURE RECREATION ORV USE

In 1972 John Douglas Peine wrote "It is diffucult to predict whether off road vehicle management problems will increase in proportion to increased numbers of ORV recreationists" (Peine, 1972). It is difficult to assess whether management problems have increased in proportion to use in the Rock Creek Area, but it is easy to assume that numbers have increased by at least 50% in the past 10 year period. It is known that population is one of the more important factors driving recreation demand. A minimum of one percent rise in population will result in a proportionate decrease in per-capita supply of Outdoor Recreation Opportunity (Cordell/Hendie, 1980).

The Center for Continuing Study of the California Economy projects the total population of California to increase by 28.7 percent, from 23.7 million in 1980, to 30.5 million people by the year 2000. The projected total rate of growth in the 1980's is expected to be 17.6 percent, while in the 1990's it will be 9.4 percent. Compare this to the Sacramento Standard Metropolitan Statistical Area (SMSA) which is projected to grow 50.1 percent or from 1.014 million people to 1.522 million people (Arnold, et.al, 1980).

These figures substantiate the trend of the 1970's to "move back to the country" will continue and the suburban fringe will be enveloped by the expanding development (Cordell/Hendie, 1980). Thus, bringing an increasing population closer to the Rock Creek Area.

Participation in high risk, or adventurous recreation activities such as hang-gliding, sky diving, downhill and cross country skiing, whitewater rafting and motorcycle riding are expected to continue increasing in popularity (Cordell/Hendie, 1980). Participation in riding off road bikes is expected to rise relatively slowly state-wide with a total increase of 11.8 percent. However, the projection for the Sacramento SMSA is that there will be a 22.5 percent increase in participation in riding off road bikes by the year 2000 (Arnold, et al., 1980).

In addition to the above, the literature indicates that three functions of recreation will become increasingly important in the future (Salterwaite, 1978).

These are:

1. Self-fulfillment and self-expression, including more discovery, exploration and adventure.
2. Self-testing and skill challenge, including more participation in active sports requiring skill with an element of risk and/or exploration.
3. Self-forgetting, or escape-activities will be enjoyed for their own sake, and not necessarily purposeful.

The average ORV user in 1980 was typically a married male, 29.8 years old who had attended some college but was generally in the crafts, or held a foreman position. Except for engineers, there are few high-status professionals who use ORV's (Nicoles, 1980). The major changes in age distribution will see a decline in age groups 18-34 years from 39.9 in 1980 to 31.5 percent of the total population in 20 years. There will be an increase in the age group 35-54 from 23.5 percent in 1980, to 30.9 percent of the total population by the year 2000 (Arnold, et al, 1980).

Based upon the population projections and demographics of the biker, the following assumptions can be made for future demand for off road motorcycle use in the Rock Creek area through the year 2000:

1. Participation in high risk recreation activity such as off road motorcycle use will continue in popularity.
2. Demand will continue to rise through the year 2000 by a total increase of 12-22.5%.
3. The average age of the rider will be older, with almost 31 percent of the population in the 35-54 year old bracket.
4. With the 50.1% growth in population in the Sacramento SMSA, the majority of the users will increasingly be within one hour to one and one-half hour travel time from home.
5. That any management plan must include provisions for growth in the demand for ORV motorcycle use.

V. RECOGNIZING THE BEHAVIORAL CONCEPTS OF THE BIKER AND THE EXPERIENCE DESIRED

The present user of the Rock Creek area enjoys the recreation experience. Based upon the input from the response form (see Appendix D), the biker enjoys the trails, woods, scenic views, running water and the vast number of trails that can be enjoyed by all skill levels. It must be the objective of the Forest Service to assimilate its management of the

resources with ORV use in order to enhance and build upon the existing recreation environment, and not cause a deterioration of the experience. This is extremely important as the user produces the experience and not the land manager (Driver/Brown, 1983).

It is very important that the land manager be aware of change in the use patterns, to reduce the chance of displacement of the existing users. The manager must be aware of and not change the environment, to the extent that the user perceives that change as a threat to his/her satisfaction. The manager must also be aware that behavioral changes are likely to occur when increased numbers of users increase competition for space; significant changes in the physical make-up of the recreation environment; or changes in the management direction for the area (Anderson/Brown, 1984).

It is important for the land manager to understand the ORV recreationist. Basically, there are three types of users of ORV's: (1) The person who needs the ORV for their work; (2) Those who use the ORV purely for recreation; and (3) The "bad apples", who use the machines without regard for others or the damage they cause (Webb, 1978).

The biker that uses the machine purely for recreation can be divided into two categories. The two absolutes on a dirt bike continuum are the casual rider and the endurance rider. To the casual rider the machine is a means to an end, where esthetics are paramount, while challenge and competition are not. At the other end of the continuum is the endurance rider who does not care where he rides as long as the traction is good and the challenge adequate (Buffo, 1979). The riders also like the freedom to travel where they want because the real pleasure is having no rules or regulations (Webb, 1978).

Based upon observation and discussion with the users, this author agrees with what Gary Buffo found in Franklin County, Washington. The bikers using Rock Creek are a composite of the two, with emphasis toward the endurance riders side of the continuum. They are seeking challenge, esthetics, exploration, and fellowship with other motorcyclists and their families (Buffo, 1979). And, their perception of the landscape is a blend of their outdoor interests, vehicle interests and experiences with the vehicle off the road (Peine, 1972).

Another sociological aspect of the user of the Rock Creek area is that there are many people who have been using this area regularly for up to 20 years, and the more a person participates in an activity, the more they value the activity (Shreyer, 9/84). Therefore, these people have specific expectations of how the other people should behave when riding and camping in the Rock Creek area (Jacob, 1977).

Many of the users of the Rock Creek Area are in groups such as the Sacramento Jammers, California Enduro Riders Association (CERA), and Trail Bikes Sportsman Association (TBSA). As evidenced by feedback through the response forms and meetings with the user groups, these users have definite ideas of how the motorcycle use should be managed and how others should act. They have a very low tolerance for those newcomers to the area who do not know the local code of ethics or use patterns. Therefore, it is extremely important for the District to pay attention to these people when developing management direction, making any changes in trail locations or other changes in use patterns. These people will feel more conflict with changes in patterns than newcomers (Jacob, 10/77). And, in this author's opinion, by working closely with these people conflicts will be minimized.

VI. DISCUSSION OF THE RELATIONSHIP OF MOTORCYCLE USE UPON PRIVATE LAND AND OTHER USERS OF THE ROCK CREEK AREA

The motorcycle use in the Rock Creek area has evolved over the last 20 years without much guidance from the Forest Service. The demand for non-motorized use in this area historically has been light, and the motorcycle's noise and tracks have made it the primary recreation use by default (Shay, 10/78). This use has evolved with a minimum of conflicts. But the future indicates that more conflicts are possible, due to an increasing population who want to use the same National Forest lands as the bikers, more of the adjacent private land becomes occupied by full time residents, and increased demand on utilization of the timber resource.

A. PRIVATE LAND OWNERS

Michigan-California Lumber Company (Mich-Cal) owns much of the private land to the east of the area (see Appendix Map #4). Their management philosophy is not to allow the public to use their lands, particularly motorized use of their roads (Appendix I) . Their preference is to set the east boundary of the area on the mutual property boundary, so the public does not get the idea that Mich-Cal lands are included in the Rock Creek area. They also request that all roads on their land except those roads under full public easement, be removed from our maps we hand out to the public. They would consider acquisition by the Forest Service of trail access through their isolated parcels in Sections 1 and 3, Township (T) 11 North (N), Range (R) 11 East (E) Mount Diablo Base and Meridian (M.D.B. & M.) (see Appendix Map #4).

The landowners at the north end of the area along Baldertson Road agree that the County road should be relocated east over an existing spur road, to reduce conflicts with the last three parcels. This has been coordinated with El Dorado County Department of Public Works, who

will take over the new road after it is constructed with State Off-Highway Vehicle funds in the spring of 1987. The existing County road will be blocked at the south property line, and rehabilitate the abandoned portion of road on National Forest land.

These landowners also want the bikers to park south of their property. This could be accomplished by signing the County road to no bike riding except street legal machines, post a speed limit, and require all motorcyclists to travel to and park on Mace Mill Ridge before unloading (see Section IX.C on law enforcement in this report).

Another concern of private landowners in all areas is the young bikers 5 to 15 years old who live in the area, are too young to drive, and can travel from private property to the Forest. These young people pass the same residences numerous times over the County Road, and the exhaust system has usually been modified to the extent that the noise is almost intolerable. Also, some have no respect for property lines, for if there is a trail or place to drive the machine they will use it, irrespective of the landowners' desires. These people can be the "bad apples" that this author referred to in Section V of this report (Webb, 1978).

Noise is a real concern to the non-user who lives adjacent to the Forest. Their tolerance to bike noise is very low. Therefore, to reduce potential problems, the Forest Service will need to establish noise monitoring points, particularly during enduros.

The manipulation of the vegetation near private land will have to be considered this factor. This is a particular concern in the Tipton Hill and Swansboro areas where fires have created large openings and the trees have not grown tall enough to shield the noise. At the present time this is a real concern only in the Tipton Hill area where the Balderston Plantation borders private land and the houses are situated above and adjacent to the plantation.

The conflict here is twofold:

1. The landowner's tolerance to the noise is very low. The landowner is a non-user at this point and is not willing to accept any loud noise near their residence. This is much like the conflict between the hiker or equestrian and the biker. The hiker has less tolerance of the biker because the noise impinges on their experience (Shreyer, 9/84). The homeowner is the hiker, in this example, and has less tolerance for the biker. And, if it occurs too often, the homeowner begins to classify all bikers as "bad apples".
2. The other conflict is that the young users need a place to ride. They are interested primarily in riding the machine to ride, jump, spin, slide and play. These types of riders

would be satisfied with a sacrifice area, borrow pits, etc. (Webb, 1978). The problem is providing such areas that are close enough for these riders to reach without traversing County roads. At present, there is no solution. This will require coordination between the Forest Service, Georgetown Divide Recreation Committee, El Dorado County Recreation Commission, El Dorado County Department of Planning and the landowners themselves to help establish motorcycle play areas when they are planning parks.

B. EQUESTRIAN USE

Equestrian use is very light and is confined to the fringe near the developed private lands. However, there have been four horse endurance runs between 1981-1983 under Special Use Permit that have used several motorcycle trails in the Bald Mountain and Mace Mill area. Conflicts with motorcyclists were minimized by running the horses early in the morning and informing the bikers as they entered the area.

ORV use is a consumptive use to the exclusion of most other recreational users. In effect, ORV's shrink the land available to other recreational users. The shrinkage is lessened because all of the use is over trails, so that the amount of shrinkage is confined to the corridors of noise. But, the consequence of ORV use is the creation of conflicts with almost every other use (Webb, 1978).

Equestrian use and motorcycle use also are self limiting on the same trails. Bikers do not like to find horses on their trails because horses frighten easily. And horse people do not like motorcycles because of the noise and the uncertainty of the horse's reaction. To minimize conflicts, the Management Direction will encourage equestrians to use portions of the Ranger District north of Wentworth Springs Road and manage for ORV use in the Rock Creek Drainage.

C. FOUR WHEELED VEHICLES

A surprise to the author was the apparent conflict between bikes and four wheeled vehicles. As expressed at a meeting of users the biker does not like four wheeled vehicles on the same trail because the vehicle is so wide and takes up much of the travel space. The land manager needs to recognize this conflict as partly a lack of information, partly a lack of understanding between the two groups, and partly that one group does not care about the other group.

The first can be handled by appropriate signing, to warn both users that the other may be using the same road or trail. The second and third are a mixture, but the attitude or tolerance of each toward the the other is important. This can be enhanced through the Forest

Service setting up meetings with the different users where they can discuss and resolve conflicts with each other's activities.

D. TIMBER MANAGEMENT ACTIVITIES

Timber management activities impact the recreation environment by converting popular trails into roads, leaving slash on existing trails, logging that temporarily closes trails during heavy use period, and removing the undergrowth that widens the trails.

The timber sale planner, Silviculturist, Sale Administrator, and Culturist will need to know how the sale will impact the trails and motorcycle use, and also how the motorcyclist will impact the logger and the sale. The Sale Planner and District Resource Officer will use this opportunity to:

1. Relocate and rehabilitate severely eroded trails through the Sale Area Improvement (S.A.I.) Plan and fund allocation process.
2. Relocate trails around units where it is necessary to maintain recreation experience, and meet future sale planning needs.
3. Require relocation of trails, or leave brush and saplings next to trails, to prevent or reduce the chance of bikers using clearcuts as a play area.
4. Recognize that a trail may not be relocated and plan the logging and cultural work accordingly.
5. Recognize that if bikers are to use a waterbarred skid trail or road as an uphill trail, logs will have to be placed in the waterbar to prevent bike use from cutting through the waterbar and eliminating its effectiveness.
6. Require signing of trails by the contractor to warn bikers they are approaching an active logging area.
7. Provide contractual language in timber sale contracts that operating on weekends may not be permitted between October 1 and April 30. This is particularly true for weekends when permitted enduros are scheduled (Note: normal operating season for timber sale contractors in this area is May 15 through October 15).
8. Timber management (including cultural work) and fuels management activities must consider the existing and proposed development sites on Mace Mill Ridge, Bald Mountain, Mosquito Trailhead, Soapweed Trailhead and Harricks Trailhead. These areas have a partial retention foreground Visual Quality Objective (VQO) under the proposed Eldorado Land Management Plan. The vegetation management objective in these areas will be to keep as much of the smaller vegetation intact, to provide screening of campsites and control of vehicle use.

VII. MANAGING THE MOTORCYCLE ACTIVITY DURING THE PERIOD THE FOREST ORV PLAN IS IN EFFECT

The primary use period of this area is October through April, and this is generally the time the Forest ORV plan is in effect. Under this plan the Forest is divided into zones generally based upon elevation. When dry periods occur during the winter and ground conditions permit, the ORV restriction is lifted for those zones in the lower elevations.

One of the biggest challenges the District will have in re-establishing management is controlling the use of motorcycles on muddy soils, as indicated by the responses (see Appendix D). Over the past three to four years, the increased use of non-designated trails has occurred due to a lack of management, enforcement, poor public information and signing. To correct this the author proposes to establish the following:

1. Within the District portion of Zone Eight, establish four sub-zones (see Map #5). Three within the Rock Creek ORV area: Darling Ridge area that essentially takes in Mace Mill Ridge and Darling Ridge, from Wentworth Springs Road South to the Forest boundary, and west from Rock Creek to the Forest boundary; Bald Mountain area that is essentially east of Rock Creek and north of Bald Mountain Canyon; and the third area called Mosquito that takes in the remainder of the area east of Rock Creek. A fourth zone may be added for the Poho Ridge/Camp Seven Area.
2. These sub-zones reflect differences in elevation and responses of soils to drying after rain and snow. Generally, the snow is wet and the freezing/thawing softens the soils to the extent that they are more susceptible to rutting. When there is rain the soils in the Mace Mill and Swansboro area dry quickly (sometimes within 12-24 hours), whereas the soils in the Bald Mountain area take longer to become firm. The area would be closed when there is enough moisture to liquify the surface soils and cause splashing. As soon as soils dry to where they are solid, the area or individual sub-zone would be re-opened.
3. A telephone answering machine at the Georgetown Ranger Station would be revised daily to reflect current and forecasted conditions.
4. Efforts will be made to establish another telephone number for information through American Motorcycle Association (AMA) or one of the clubs or dealers in the San Francisco and Sacramento areas.
5. The trailheads would also be signed to indicate open or closed and patrols funded through the State Off-Highway Vehicle Act would be done by the Forest Service to help inform the user.

This proposal will be evaluated by the user groups and through the interdisciplinary process for the Environmental Assessment Report (EAR) to clarify, refine and establish a monitoring process. However, it takes into account the actual conditions on the ground; allows the biker the opportunity to know when the area is open before leaving home; and attempts to establish more consistent restrictions.

VIII. PLANNING DIRECTION FOR FACILITIES

The literature search located numerous publications that describes the best, most workable methods for trail and other facility construction and reconstruction and maintenance. These documents and the Forest Service Trail Handbook will be used to guide the District in appropriate methods.

The construction, reconstruction and maintenance of facilities for the use of ORV's will be primarily funded by State funds from the California Off-Highway Vehicle Act. The Act allows Federal Agencies within the State of California to apply for and receive funds for the enhancement, operation and maintenance of ORV recreation on public lands.

The following outlines specific direction for developing and managing facilities for the Rock Creek Area.

A. Trails

The area presently provides the biker with a variety of terrain and trails to test all skill levels, as evidenced by responses from the user (See Appendix D). This substantiates the literature that states that ORV users like terrain that provides a diverse spectrum of features to challenge the rider's skill (Webb, 1978). They seek scenery, but have a keen interest of terrain under wheel. A difficult and demanding trail that requires skill, and a machine designed for the terrain, are an integral part of the experience. As in all other activities like hiking or cross country skiing, scenery has a greater appeal when it can only be reached after some degree of difficulty (Emetaz, 1980). The land manager must not over-manage the bike trails. Riders enjoy the challenge of a difficult and demanding trail. Therefore, the old Forest Service trail clearing and maintenance standards do not apply where bikes are concerned (Wernex, 1979).

The objective of a successful trail system is that it should satisfy the trailbike enthusiast, provide for protection of the resources, and be developed for minimum cost/mile of construction and maintenance.

The first thing that is needed is a good inventory of the trails (Wernex, 1984). CERA has provided the District with a map of the main trails that they have used for enduros on the 7 1/2 minute

quadrangle topographic maps. Using this as a base, the District has begun a survey to substantiate the location of motorbike trails on the map.

The collection of inventory data will be the same as outlined in "A Guide to Off-Road Motorcycle Trail Design and Construction" by Joe Wernex and published by the American Motorcyclist Association. The data will include objective for maintenance, existing condition, and maintenance and reconstruction needs.

The District will be developing two classes of trail - trunk and primitive (Wernex, 1979). The trunk trails will basically accommodate riders of all skill levels. Emphasis will be given to the signing of these trails (Appendix E). And initially these trails will receive highest priority to connect them into loop trails where necessary, and to perform erosion work and trail rehabilitation.

The second type of trail will be primitive trails (Wernex, 1979). These trails will generally be loops off the trunk trails that require more advanced riding skills. These trails will not necessarily be signed or marked except where hazardous conditions exist (Appendix F). Unsafe trails will be physically closed to motorcyclists. Otherwise primitive trails will be open to use, unless posted closed.

All trails will be rated by the most skilled rider on the District in conjunction with a CERA representative. The criteria for rating the trails will be as described in the table on Page 7 in "A Guide to Off-Road Motorcycle Trail Design and Construction" (Wernex, 1984).

Other considerations in trail planning are as follows:

1. Understand the values riders place on certain trails. The District will continue to coordinate with CERA and TBSA on identification of important trails, the need for new trails and correction of unsafe sections of the trails.
2. Remember that the best trail alignment is a crooked alignment. This lowers speed, improves safety and provides more hours of recreation per mile of trail (Wernex, 1979).
3. Strive to avoid road crossings and maximize the distance between them.
4. Optimum side slopes are 20 to 70 percent. Side slopes of less than 20 percent trails are more difficult to properly drain while above 70 percent the construction costs accelerate rapidly (Wernex, 1984).
5. Keep it rustic. Use native materials for bridges and puncheons (Wernex, 1984).

6. Avoid the necessity of trailbikes to travel on Forest roads where street legal requirements will not be waived (Emetaz, 1980).
7. Provide loop trails with inter-connecting branches (Emetaz, 1980).
8. No more than two trail junctions should intersect at one point (Emetaz, 1980).
9. Allow for natural drainage and place waterbars and breaks at zero degree angles (Emetaz, 1980).
10. On the trunk trail system harden switchbacks where climbing turns are likely to occur. Downhill switchbacks will have a 4' to 6' long log as a wheel bar on downhill exit side of the turn (Emetaz, 1980).
11. When naming trails, attempt to use the same names as the users.
12. Coordinate trail locations with timber management activities to minimize impacts of the motorcycle activity on timber management and vice-versa.

B. Trailheads

The trailheads for Rock Creek area will be by priority: Mace Mill Ridge; Bald Mountain (at junction of Bald Mountain Lookout Road and Bald Mountain North Road); Mosquito (at junction of Crosier Loop Road and Rock Creek Road); Soapweed on Mosquito Road; and Harricks on the south end of Darling Ridge.

Based upon input from user groups, local residents, response forms, and the literature, the management objective will be not to overdevelop or overstructure, but meet semi-primitive motorized development objective Level II. This is what users want, and will result in a cost effective operation and maintenance. The first emphasis, at all sites, will be to provide trail information and regulations and a code of ethics. The following are the planned facilities at each area:

1. Parking facilities need to consider vehicles with trailers. Provisions for unloading motorcycles will be left to the user (Wernex, 1984).
2. Basically campsites will provide for parking self-contained camp trailers, R.V.'s and pickup campers in groups of three to ten units. Included will be a fire ring with no tables (Appendix E).
3. Sanitation facilities will be provided only to meet minimum health and safety requirements and will be low maintenance units (Appendix E).

4. Pack-in/pack-out has been very successful in the past. However, local businesses are complaining about garbage being deposited at their trash receptacles. Therefore, a single depository will be considered at Mace Mill only. The District will work with the Divide Business Association to cooperate in a centralized depository for the local community.
5. Access to the trail system by means of a single trail which will not be a part of the loop (Wernex, 1984).
6. Attempt to provide a short (1/2 mile to 1 mile) loop trail adjacent to camp area for use by youngsters and those just learning (Wernex, 1984).
7. Plan trail system to keep riders off access road to camp. Enforce "street legal" requirements and speed limits on roads and discourage bootleg trails by use of education, barriers and enforcement (Wernex, 1984).

C. Signing

Signs are established to inform users of regulations in a positive language, interpretation of the area, direct the user to and from the area, educate the user, and warn of possible danger. The sign plan for the Rock Creek area will include:

1. At each trailhead information sign boards will have:

   a. Regulations, rules, and code of ethics.
   b. Map showing roads, trunk trails with difficulty ratings, mileages, and points of interest.
   c. Information on trail condition (open or closed); location of nearest phone and 911 emergency number; distance to nearest services including service stations, parts, stores; trail conditions; trail signing and danger warning system.

2. Develop a sign to notify potential users when the area is closed due to weather and wet conditions. One sign will be at the Georgetown Ranger Station. Another sign is needed at Mosquito, where an agreement will need to be worked out with a volunteer, or Finnon Lake concessionaire, or Swansboro Homeowners Association to maintain the sign in a current status.
3. As pointed out by the Swansboro Homeowners Association the sign plan should include signs to let the public know where the public land is located. This is needed in the Mosquito Area, on both ends of Balderston Road, and Rock Creek Road in the Tipton Hill area.

4. Users will have to be informed about private land boundaries, where "street legal" requirements begin and end, the boundary of sub-zones for area closures, and the boundary of this area.
5. Signing of the trunk trails will meet U.S. Forest Service requirements based upon recommendations of the Motorcycle Industry Council and the American Motorcyclist Association. The California Legislature passed a law in 1984, requiring the Department of Parks and Recreation to establish a uniform trail signing program for the State. The regulations have not been finalized as of this writing, and final approval is not expected until the end of calendar year 1985. If and when this is accomplished, this program will be incorporated into the sign planning of the area.
6. Establish a simple trail marking system for the trunk trail system that will help the rider locate trailheads.

IX. INFORMATION-EDUCATION-REGULATION-LAW ENFORCEMENT DIRECTION

Information, education, regulation and law enforcement are all interrelated. For law enforcement to be cost effective, the regulations must be reasonable and applicable to the area being regulated. The users must be informed and educated so they know the regulations and the proper way to operate their machines in the area. It can be termed an all encompassing public relations program. As defined by Ben Box at a presentation to managers at the Outdoor Recreation Management Short Course, Clemson University (9/84), public relations "is the planned effort to influence public opinion through good character and responsible performance based upon mutually satisfactory two-way communication". Information, education, signing, and enforcement are trying to influence the users to perform responsibly through good examples and responsible performance, and mutually acceptable two-way communication.

A. Information and Education

The "audience", or bikers, the Forest Service is trying to reach are predominantly male and in their late 20's and early 30's. This group uses various forms of mass media, is educated (12th grade and above) and is employed in a cross-section of occupations. These occupations are in crafts and engineering. The ORV user generally makes little use of Forest Service campgrounds, yet often uses National Forest lands (Dorman/Fridgen, 1982).

The Forest Service needs to take advantage of, and utilize all educational material published by others, such as the American Motorcyclist Association (AMA), Motorcycle Industry Council (MIC), California Department of Parks and Recreation and other locally produced material from counties and other National

Forests. Also, develop contacts with large companies that have newsletters such as Pac-Bell, Pacific Gas and Electric, Georgetown Divide Public Utility District, etc.

The information needs for the Rock Creek area are:

1. A brochure with a map of trunk trails that outlines the type of opportunities that exist; what can be expected in terms of satisfying recreation expectations; types of trails and features of interest; actions that can be taken to avoid user conflicts; and explanation of trail courtesy (Emetaz, 1980).
2. Set up a telephone answering machine at Georgetown Ranger Station that will inform callers of weather conditions, weather forecasts, trail conditions, and any closures. Provisions would be made for persons to call an emergency number, or be able to leave a message for a return call when the office opens.
3. Investigate the feasibility of establishing an "800" number for people to call for information on the area or look to a volunteer in the Sacramento and San Francisco Bay Area to dispense information. This will be coordinated with the Eldorado National Forest Visitor Information Center, Regional Office and other surrounding forests.
4. Develop an ORV office display for the Ranger Station reception area.
5. Develop an information packet for the receptionists to enable them to provide appropriate responses to the user.
6. Motorcycle dealers can be an important source of information and can help disseminate information to the user. An inquiry was mailed to eight dealers in the Auburn/Placerville/ Sacramento Area. Three responded that they were familiar with Rock Creek Area and would be willing to help disseminate information (see Appendix C, Item 8). Follow-up is necessary with these dealers and those who did not respond, to help sponsor demonstrations of proper and safe use of motorcycles and disseminate information.
7. Continue working with CERA, TBSA, AMA, MIC, and certain local people to keep them informed of management actions and to adopt a code of ethics.

B. Regulations and Policies

The following summarizes policies regarding the administration and establishment of regulations for management of ORV use. This is based upon input from adjacent landowners, user groups and the El Dorado County Sheriff's Department and affected fire districts (Georgetown, Mosquito and Garden Valley):

1. Enforcement of "street legal" requirements. Within the boundary of the area, (see Appendix Map #3), all Forest roads will have the "street legal" requirements waived except for the following roads:

   a. All El Dorado County roads including Wentworth Springs Road, Mosquito Road and Balderston Road.
   b. Darling Ridge Road
   c. Grey Eagle Road.
   d. Mace Mill Road
   e. Rock Creek Road, from Wentworth Springs Road south to Tobacco Gulch.
   f. Rock Creek Road, from Mosquito Road North to One Eye Creek.

   Enforcement of this regulation must rest primarily with the El Dorado County Sheriff's Department and California Highway Patrol. Patrol deputies will be kept informed of these rules by the District Law Enforcement Coordinator and identified in the PL 92-82 Cooperative Law Enforcement Agreement.
2. Sign each end of Balderston Road to require bikers to off-load bikes at Mace Mill trailhead.
3. Require all machines to be licensed as "street legal" or registered with DMV with the California Off Highway Vehicle Registration sticker (see Appendix K).
4. The Forest Service will enforce requirement for properly maintained spark arrester.
5. Enforce State noise level requirement using The Society of Automotive Engineering (SAE) testing procedure as outlined in the "Off-Highway Motorcycle and All-Terrain Vehicle Stationary Sound Test Manual" published by Motorcycle Industry Council.

C. Law Enforcement

Since there has been little or no visible Forest Service involvement in the off road motorcycle activity, the approach in law enforcement must be well planned. The Forest Service cannot go from zero to 100 percent enforcement without alienating the very people they want compliance from (Emetaz, 1980). In the case of enforcement in the Rock Creek area, the area is so large and manpower so limited, that a positive program must be developed that encourages rapport between the users and Forest Service personnel. And it must result in self regulation by the users themselves (Emetaz, 1980).

The goal of law enforcement will be to educate the users not to arrest or cite them (Landstrom, 1977). The user does not want strong-arm law enforcement. An example used by a representative of CERA is where a Forest Officer sits on a hill overlooking the camp area and when someone does a "wheelie" the Officer follows that person to the camp and cites the violator. The user wants the patrolman on a motorcycle and patrolling the trails not just the camp area in a 4 wheeled vehicle (Appendix E). Actual pursuit of violators will be discouraged because it will become a game with certain violators. And high speed chases increase the chance of injury to the violator or Officer (Landstrom, 1977).

Search and rescue is the responsibility of the El Dorado County Sheriff Department. To facilitate dispatching help into Rock Creek through El Dorado County Central Dispatch an information packet will have to be developed by the Forest Service. At the present time, there are no "run cards" for much of the Rock Creek drainage. Past experience has shown a need for this to reduce the confusion. Emergency vehicles, such as ambulances, will be dispatched to the nearest trailhead, since much of the traffic will center at these locations. Once a year, ambulance drivers will be given maps and an on-the-ground orientation by the Forest Service.

X. FUTURE DEVELOPMENT

It is recognized by other managers of ORV use that there is no amount of restriction or enforcement that can begin to provide the environmental protection that can be achieved through providing adequate mileage of high quality trails and rider education (Wernex, 1984).

There is an opportunity to incorporate an estimated 50 additional miles of trail into this area by building a trail across Slab Creek to access thePoho Ridge/Camp 7 area. This trail would provide a loop from the Soapweed area via this proposed trail and back via Slab Creek Road. There is an opportunity for two more trailheads, on Poho Ridge (junction of Forebay Road and Poho Ridge Road) and at Camp 7. This area is accessible from Pollock Pines via Forebay Road, and could be used to disperse use from the Bald Mountain-Mace Mill area (see Appendix Map 5).

A target date of January 31, 1986 will be set to evaluate the possibility of such a trail. If it is determined to be feasible, this would allow time to obtain a grant through the Off Highway Vehicle Act to construct the trail during calendar year 1988.

XI. THE NEXT STEP - ENVIRONMENTAL ASSESSMENT REPORT AND MONITORING

An Environmental Assessment Report will be completed by September 30, 1985. The interdisciplinary team will use this paper as background data for the assessment. The Environmental Assessment will deal with three alternatives:

1. No action which is the existing situation without management.
2. Management of the ORV activity as outlined in this document.
3. Closing the area to ORV activity.

Executive Order 11644 requires public land managers to monitor effects of ORV use on lands under their jurisdiction. FSM 2355.5 (R-5 Supp. 119) outlines the criteria for resource monitoring and the elements of a Forest Monitoring Plan. Within the guidelines of the FSM and Forest Monitoring Plan, the District will develope a monitoring plan for the Rock Creek Area as part of the environmental assessment.

Upon approval of the Environmental Assessment Report, the Final Action Plan will be completed by December 31, 1985. This plan will summarize the action items required to implement the management development, mitigation and monitoring requirements.

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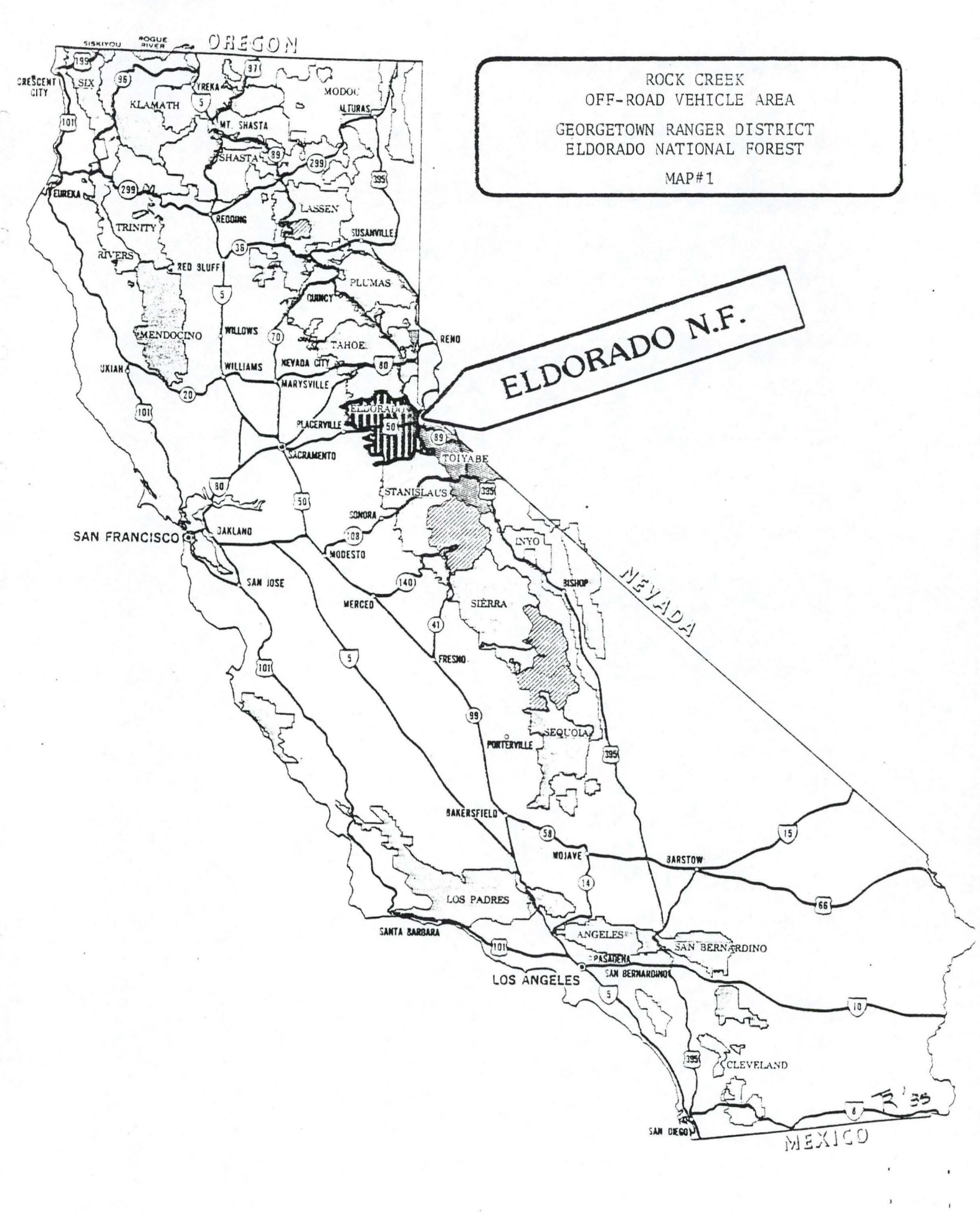
APPENDIX


ROCK CREEK
OFF-ROAD VEHICLE AREA
GEORGETOWN RANGER DISTRICT
ELDORADO NATIONAL FOREST
MAP#1
ELDORADO N.F.
OREGON
NEVADA
MEXICO
SISKIYOU
ROGUE RIVER
CRESCENT CITY
SIX
KLAMATH
YREKA
MODOC
ALTURAS
MT. SHASTA
SHASTA
EUREKA
TRINITY
REDDING
LASSEN
SUSANVILLE
RIVERS
RED BLUFF
PLUMAS
QUINCY
MENDOCINO
WILLOWS
TAHOE
RENO
UKIAH
WILLIAMS
NEVADA CITY
MARYSVILLE
PLACERVILLE
SACRAMENTO
TOIYABE
STANISLAUS
SONORA
SAN FRANCISCO
OAKLAND
MODESTO
INYO
BISHOP
SAN JOSE
MERCED
SIERRA
FRESNO
SEQUOIA
PORTERVILLE
BAKERSFIELD
MOJAVE
BARSTOW
LOS PADRES
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ANGELES
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PASADENA
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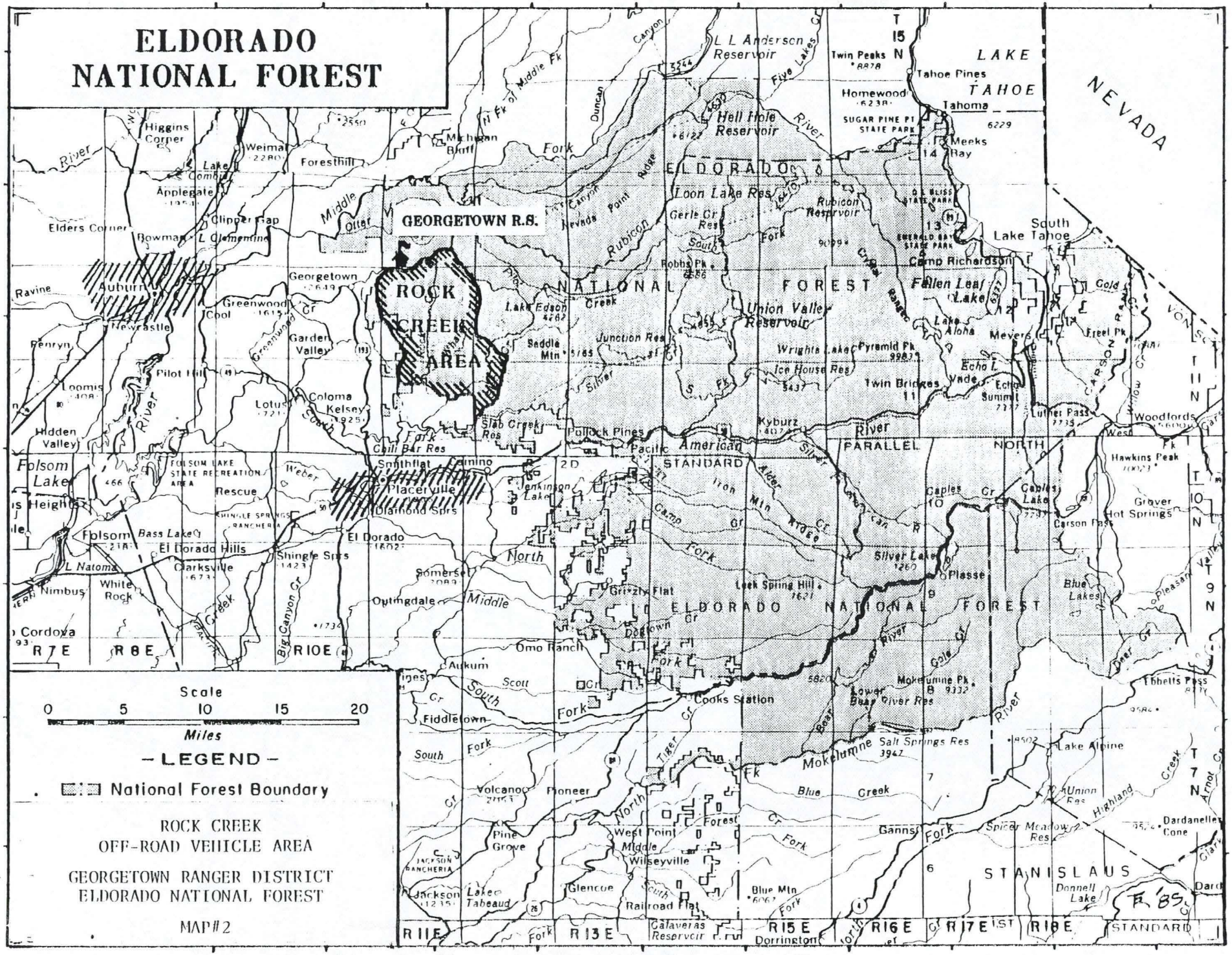
LOS ANGELES
CLEVELAND
SAN DIEGO


ELDORADO
NATIONAL FOREST
GEORGETOWN R.S.
ROCK
CREEK
AREA
ELDORADO
NATIONAL
FOREST
L L Anderson
Reservoir
Hell Hole
Reservoir
Loon Lake Res.
Rubicon
Reservoir
Union Valley
Reservoir
Ice House Res.
Junction Res.
Slab Creek
Res.
Chili Bar Res.
Folsom
Lake
Folsom Lake
State Recreation
Area
Lake
Natoma
Bass Lake
Jenkinson
Lake
Silver
Lake
Caples
Lake
Lake
Alpine
Salt Springs Res.
Lower Bear River Res.
Spicer Meadow
Res.
Union
Res.
Lake
Tahoe
Fallen Leaf
Lake
Lake
Aloha
Echo
Lake
Twin
Peaks
Tahoe
Pines
Homewood
Tahoma
Meeks
Bay
Emerald Bay
State Park
D.L. Bliss
State Park
Sugar Pine Pt.
State Park
Camp
Richardson
South
Lake Tahoe
Kyburz
Pollock
Pines
Placerville
Georgetown
Auburn
Coloma
Lotus
Kelsey
Greenwood
Garden
Valley
Pilot Hill
Loomis
Newcastle
Penryn
Ravine
Cool
Weimar
Applegate
Elders
Corner
Bowman
Clipper
Gap
Higgins
Corner
Michigan
Bluff
Foresthill
Smithflat
Rescue
Diamond
Springs
El
Dorado
El Dorado
Hills
Folsom
Shingle
Springs
Rancheria
Clarksville
White
Rock
Nimbus
Cordova
Somerset
Omo
Ranch
Auburn
Ravine
Georgetown
Divide
Public
Timber
Greenwood
Creek
Hidden
Valley
Loon Lake
Gerle Cr.
Res.
Robbs Pk.
Saddle
Mtn.
Lake
Edson
Wrights
Lake
Pyramid Pk.
Twin
Bridges
Echo
Summit
Luther
Pass
Woodfords
Hawkins
Peak
Grover
Hot
Springs
Carson
Pass
Silver
Lake
Plasse
Blue
Lakes
Leek
Spring
Hill
Grizzly
Flat
Tabbetts
Pass
Mokelumne
Peak
Lake
Alpine
Union
Res.
Dardanelles
Cone
Donnell
Lake
Cooks
Station
Fiddletown
Volcano
Pioneer
Pine
Grove
West
Point
Wilseyville
Jackson
Rancheria
Jackson
Lake
Tabeaud
Glencoe
Railroad
Flat
Blue
Mtn.
Calaveras
Reservoir
Dorrington
Gannsi
Tiger
Creek
Forest
Creek
Blue
Creek
Highland
Creek
Armor
Creek
Pleasant
Valley
Gold
Creek
Rubicon
Ridge
Nevada
Point
Ridge
Duncan
Canyon
Gerle
Creek
Ridge
Iron
Mtn.
Ridge
Big
Canyon
Creek
Rattlesnake
Creek
Camp
Creek
Alder
Creek
Weber
Creek
Silver
Creek
Greenwood
Creek
Rubicon
River
Middle
Fork
American
River
North
Fork
South
Fork
Middle
Fork
North
Fork
South
Fork
Tiger
Creek
Fk
Bear
River
Bear
Creek
Gale
Creek
Pleasant
Valley
Creek
Silver
Fork
American
River
Middle
Fork
American
River
North
Fork
American
River
Middle
Fork
Stanislaus
River
South
Fork
Stanislaus
River
Middle
Fork
Stanislaus
River
North
Fork
Stanislaus
River
Woods
Creek
Pacific
Crest
Trail
Tahoe
Rim
Trail
Nevada
Tahoe
Lake
Pacific
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APPENDIX A

Issues and Concerns for
Rock Creek Off Road Motorcycle Area

June 26, 1984

As a result of a field review on June 26, 1984 by Art Allen, District Resource Officer and Kirby Schwinck, District Ranger, the following concerns and issues were identified:

- Need to connect existing parallel trails along Mace Mill Road to reduce bike traffic on main road. Appears very feasible to complete.

- Trails cutting corners of Mace Mill Road-erosion and safety hazards.

- Camping areas are linited in size. Access spur roads should be one way loops.

- Start/finish areas of Enduro. Need to recognize this use and ensure proper location.

- Signing of trails for difficulty.

- Entrance signing including KIOSKS at all entrance points.

- Paving county road from Wentworth Springs to Mace Mill for dust abatement.

- Trail maintenance to meet rider's safety and reduce resource impacts.

- Need brochure to give information on area-trails, camping, hazards, etc.

- Maintaining enduro trail use and recreation trail use. Enduro trail - seeing too far ahead and cutting trails - maintain challenge. Recreation users may prefer open stands, but there are differences in these groups.

- Conflict with Timber Management activities and maintaining integrity of trails particularly enduro and to meet need of more experienced riders-the closed in effect.

- Family recreation vs high experienced riders.

- Accommodating groups:

  TBSA is family oriented whereas CERA is enduro riders.

Sacramento Jammers-experienced recreation riders who also use Crozier Loop area as base of operation.

- Setting up contacts with outside public:

  AMA

  Brian Clock-State Parks and Recreation
  Georgetown area riders

- Need to formally identify the boundaries of the Rock Creek Area.

  Basically west of Slab Creek and Rock Creek drainage. However, CERA wants a trail across Slab Creek, would open up Bix X/Chaix and Poho Area.

- Additional staging areas.

  Deer View area along 11N60
  Crozier Loop
  Mace Mill
  Bald Mountain fuelbreak

- Conflict with private land

  Michigan-California Lumber Company
  Georgetown front west side of Darling Ridge
  Off the entrance to Mace Mill-Dusty Road

SERIES 1000 - ORGANIZATION AND MANAGEMENT

3. Executive Order 11644, as Amended by Executive Order 11989

Executive Order 11644, as amended by Executive Order 11989
Use of Off-Road Vehicles on the Public Lands
37 FR 2877 (Feb. 9, 1972), 42 FR 26959 (May 25, 1977)

An estimated 5 million off-road recreational vehicles—motorcycles, minibikes, trail bikes, snowmobiles, dune-buggies, all-terrain vehicles, and others—are in use in the United States today, and their popularity continues to increase rapidly. The widespread use of such vehicles on the public lands—often for legitimate purposes but also in frequent conflict with wise land and resource management practices, environmental values, and other types of recreational activity—has demonstrated the need for a unified Federal policy toward the use of such vehicles on the public lands.

NOW, THEREFORE, by virtue of the authority vested in me as President of the United States by the Constitution of the United States and in furtherance of the purpose and policy of the National Environmental Policy Act of 1969 (42 U.S.C. 4321), it is hereby ordered as follows:

SECTION 1. *Purpose.* It is the purpose of this order to establish policies and provide for procedures that will ensure that the use of off-road vehicles on public lands will be controlled and directed so as to protect the resources of those lands, to promote the safety of all users of those lands, and to minimize conflicts among the various uses of those lands.

SEC. 2. *Definitions.* As used in this order, the term:

(1) "public lands" means (A) all lands under the custody and control of the Secretary of the Interior and the Secretary of Agriculture, except Indian lands, (B) lands under the custody and control of the Tennessee Valley Authority that are situated in western Kentucky and Tennessee and are designated as "Land Between the Lakes," and (C) lands under the custody and control of the Secretary of Defense;

(2) "respective agency head" means the Secretary of the Interior, the Secretary of Defense, the Secretary of Agriculture, and the Board of Directors of the Tennessee Valley Authority, with respect to public lands under the custody and control of each;

(3) "off-road vehicle" means any motorized vehicle designed for or capable of cross-country travel on or immediately over land, water, sand, snow, ice, marsh, swampland, or other natural terrain; except that such term excludes (A) any registered motorboat, (B) any fire, military, emergency or law enforcement vehicle when used for emergency purposes, and any combat or combat support vehicle when used for national defense purposes, and (C) any vehicle whose use is expressly authorized by the respective agency head under a permit, lease, license, or contract; and

(4) "official use" means use by an employee, agent, or designated representative of the Federal Government or one of its contractors in the course of his employment, agency, or representation.

SEC. 3. *Zones of Use.* (a) Each respective agency head shall develop and issue regulations and administrative instructions, within six months of the date of this order, to provide for administrative designation of the specific areas and trails on public lands on which the use of off-road vehicles may be permitted, and areas in which the use of off-road vehicles may not be permitted, and set a date by which such designation of all public lands shall be completed. Those regulations shall direct that the designation of such areas and trails will be based upon the protection of the resources of the public lands, promotion of the safety of all users of those lands, and minimization of conflicts among the various uses of those lands. The regulations shall further require that the designation of such areas and trails shall be in accordance with the following—

(1) Areas and trails shall be located to minimize damage to soil, watershed, vegetation, or other resources of the public lands.

(2) Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats.

(3) Areas and trails shall be located to minimize conflicts between off-road vehicle use and other existing or proposed recreational uses of the same or neighboring public lands, and to ensure the compatibility of such uses with existing conditions in populated areas, taking into account noise and other factors.

(4) Areas and trails shall not be located in officially designated Wilderness Areas or Primitive Areas. Areas and trails shall be located in areas of the National Park system, Natural Areas, or National Wildlife Refuges and Game Ranges only if the respective agency head determines that off-road vehicle use in such locations will not adversely affect their natural, aesthetic, or scenic values.

(b) The respective agency head shall ensure adequate opportunity for public participation in the promulgation of such regulations and in the designation of areas and trails under this section.

(c) The limitations on off-road vehicle use imposed under this section shall not apply to official use.

SEC. 4. *Operating Conditions.* Each respective agency head shall develop and publish, within one year of the date of this order, regulations prescribing operating conditions for off-road vehicles on the public lands. These regulations shall be directed at protecting resource values, preserving public health, safety, and welfare, and minimizing use conflicts.

SEC. 5. *Public Information.* The respective agency head shall ensure that areas and trails where off-road vehicle use is permitted are well marked and shall provide for the publication and distribution of information, including maps, describing such areas and trails and explaining the conditions on vehicle use. He shall seek cooperation of relevant State agencies in the dissemination of this information.

SEC. 6. *Enforcement.* The respective agency head shall, where authorized by law, prescribe appropriate penalties for violation of regulations adopted pursuant to this order, and shall establish procedures for the enforcement of those regulations. To the extent permitted by law, he may enter into agreements with State or local governmental agencies for cooperative enforcement of laws and regulations relating to off-road vehicle use.

SEC. 7. *Consultation.* Before issuing the regulations or administrative instructions required by this order or designating areas or trails as required by this order and those regulations and administrative instructions, the Secretary of the Interior shall, as appropriate, consult with the Atomic Energy Commission.

SEC. 8. *Monitoring of Effects and Review.* (a) The respective agency head shall monitor the effects of the use of off-road vehicles on lands under their jurisdictions. On the basis of the information gathered, they shall from time to time amend or rescind designations of areas or other actions taken pursuant to this order as necessary to further the policy of this order.

(b) The Council on Environmental Quality shall maintain a continuing review of the implementation of this order.

SEC. 9. *Special Protection of the Public Lands.* (a) Notwithstanding the provisions of Section 3 of this Order, the respective agency head shall, whenever he determines that the use of off-road vehicles will cause or is causing considerable adverse effects on the soil, vegetation, wildlife, wildlife habitat or cultural or historic resources of particular areas or trails of the public lands, immediately close such areas or trails to the type of off-road vehicle causing such effects, until such time as he determines that such adverse effects have been eliminated and that measures have been implemented to prevent future recurrence.

(b) Each respective agency head is authorized to adopt the policy that portions of the public lands within his jurisdiction shall be closed to use by off-road vehicles except those areas or trails which are suitable and specifically designated as open to such use pursuant to Section 3 of this Order.

Appendix C

PUBLIC CONTACT LIST

Listing of public contacts made to develop public input for Rock Creek Area.

1. User Groups

a. California Enduro Riders Association

Members:

Brian Peters
1718 Edsel Drive
Milpitas, CA (408) 262-3351

Robert Gardner
P.O. Box 4461
Santa Clara, CA 95054 (408) 923-1035

b. Sacramento Jammers

Robert Wood*
7100 Raintree Drive
Citrus Heights, CA 95621

Bob is also Chairman of the Board of Directors, National Motorcycle Patrol.

c. Trail Bike Sportsmen Association (TBSA)

Ralph Adams
2493 Sandpiper
Cameron Park, CA 95682 (916) 677-3203

Jay Whitehead
10011 Vanguard Drive
Sacramento, CA 95827 (916) 362-7493

d. Dirt Diggers North Motorcycle Club

Nick Collins
P.O. Box 338
Orangevale, CA 95662 (916) 485-0441

2. American Motorcyclist Association (AMA)

Cross Country Competition Steward
Ray Hinson
Greenwood Road
Greenwood, CA 95635 (916) 885-6095

3. Motorcycle Industry Council, Inc. (MIC)

2400 Michelson, Suite 11D
Irvine, CA 92715 (714) 752-7833

4. Agencies

a. El Dorado County Planning Department
360 Fair Lane
Placerville, CA 95667 (916) 626-2438

b. El Dorado County Sheriff's Department
300 Fair Lane
Placerville, CA 95667 (916) 622-2211

c. Georgetown Volunteer Fire Department
Jack Anderson, Chief
Main Street
Georgetown, CA 95634 (916) 333-4111

d. Mosquito Volunteer Fire Department
Mel Gutherie, Chief
Mosquito Road
Placerville, CA 95667

e. Garden Valley Volunteer Fire Department
Ben Scott, Chief
Black Oak Mine Road
Garden Valley, CA 95633 (916) 333-1240

f. El Dorado County Dpt. Public Works
Art Cort, Director
Missouri Flat & Headington Roads
Placerville, CA 95667 (916) 626-2347

g. Georgetown Divide Recreation Committee
c/o John Shively, Chairperson
4941 Salmon Falls Road
Pilot Hill, CA 95644 (916) 885-6498

5. Washington Department of Natural Resources
   Mr. Terry Graham
   Recreation Section
   Public Lands Building
   Olympia, WA 95804

6. California Department of Parks and Recreation
   Off-Highway Motor Vehicle Recreation Division
   Brian Clock
   P.O. Box 2390
   Sacramento, CA 95811 (916) 322-9619

7. The following motorcycle dealers have resopnded to an inquiry indicating knowledge of the Rock Creek area and an interest in helping disseminate information.

   a. Dave Buckmaster
      Carmichael Honda
      7837 Fair Oaks Boulevard
      Carmichael, CA 95806

   b. Lambs, Inc.
      404 Lincoln Way
      Auburn, CA 95603

   c. Sun River Cycles
      11257 Coloma Road
      Rancho Cordova, CA

8. Georgetown Divide Rotary Club
   Jim Banks, President
   c/o Georgetown Saw Shop
   6307 Main Street
   Georgetown, CA 95634 (916) 333-4858

9. Georgetown Advisory Council (GAC)
   c/o Mr. Sid Davis, Chairperson
   Georgetown, CA 95634 (916) 333-1405

10. Swansboro Homeowners Association
    c/o Ann Roche, Secretary, Board of Directors

11. Residents

a. Darling Ridge Area
Ida Hidalgo
Garden Valley, CA 95633 No Phone

b. Tipton Hill Area
Jim Banks
c/o Georgetown Saw Shop
6307 Main Street
Georgetown, CA 95634 (916) 333-4835

c. Balderson Road Area
Don Gudici
9130 Balderson Road
Georgetown, CA 95634 (916) 333-4001

William Brown
9011 Balderson Road
Georgetown, CA 95634 (916) 333-4166

12. The following are interested users who want to be involved:

a. Gene Cornwaite
7576 Watson Way
Citrus Heights, CA 95610 (916) 725-8668

b. Kim and Roberta Proctor
819 N Street
Rio Linda, CA 95673 (916) 99-0416

c. Ken Lewandowski
664 Fleming Avenue East
Vallejo, CA 94591 (916) 552-4478

APPENDIX D

ROCK CREEK OFF ROAD MOTORCYCLE AREA

Summary Report of Response Forms
Returned by Users as of 3/25/85

INTRODUCTION

A form letter was developed to encourage voluntary responses from motorcyclists who use the Rock Creek Area. It was not intended to be a questionnaire but a voluntary response to some questions that focused on:

1. What is the reason people use this particular area, particular areas within the boundary of the area, the and primary trailhead.
2. To learn something about user response to riding muddy trails and narrow trails.
3. To learn preferred information media they might respond to.
4. Their concern about the effects of timber sale activity on motorcycle trails.

This form letter was given to representatives of organizations involved in the user group committee that included Trail Bike Sportsman Association (TBSA); California Enduro Riders Association(C.E.R.A); Sacramento Jammers and Dirt Diggers North. Al;so, the patrolmen talked to users and handed out the form letter.

Approximately 100 form letters were handed out with a personal contact to send it to the Georgetown Ranger Station. A self addressed envelope was not attached. As a result 15 letters were returned. A greater response may have been possible if a self addressed envelope was attached to the letter.

EVALUATION OF THE FORM LETTER

Although only 15 letters were returned by bikers the comments were informative. Most of the responders answered the questions knowledgeably and meaningfully and seemed to understand the purpose of the questions. Therefore, the quality of the responses were even more important than the total numbers of responses received.

In the beginning and extra effort was made to word the questions to insure understanding of the intent. Upon retrospect, there were several questions that should have been reworded or eliminated:

1. Question number 2 asked "what would make you go somewhere else to ride?

Although some of the answers were good it was obvious that the reader did not understand the question.

2. Question number 3 asked "where do you start?" Rather than making it easy for the responder by checking a blank the responder should have had to write in their respones.
3. Questions 6 and 7 were basically the same question as far as the responders were concerned. Question 7 needed to be reworded to clarify the intent.
4. Questions 8 and 9 were not necessary. This information is in the literature and there is a wealth of written information.

Even with these faults the form letter did provide some good information. It resulted in learning about the individuals who are interested in the management of this area. Similar letters will be used in the future to monitor how management is doing.

EVALUATION OF RESPONSES

The following summarizes the responses under each question. Statements were listed on a separate summary with numbers following each statement that correspond to numbers given each response form. This summary is on file at the District. A summary statement then follows for each question which verbalizes the author's interpretation of the results.

QUESTION 1. What is it about the Rock Creek area that draws you to this area?

Summary: The area provides a vast network of roads and trails for all skill levels of rider that is within driving distance North Bay Area (San Francisco) (2.5 hours), and Sacramento Metropolitan Area. They enjoy riding in the woods, thru water and the beauty of the area. Also, the area is not crowded and there are few "hassels" with local residents.

QUESTION 2: What would make you go somewhere else to ride?

The question was intended to obtain a response as to what actions by the Forest Service would result in the user changing areas. Although the question was not well phrased there were enough responses to get the feelings of the user.

Summary: The responses strongly suggest that "nothing" short of closing the area would make them change riding areas. Several responses were tempered with "unreasonable" trail closures or if the more challenging trails were closed. Others responded that increased hassels with residents and rangers and making improvements that result in higher use and over crowded trails would force them to change.

QUESTION 3. Where do you start? - Mace Mill
Bald Mountain
Swansboro
Additional areas mentioned were Darling Ridge above Bear Creek Picnic area and Quintette.

As stated previously, the author considered this not to be a well structured question. However, all responders chose Mace Mill as their primary starting place with Bald Mountain being second and the south end of Darling Ridge third. The response reflects: that the majority of users that come through Georgetown like Mace Mill as a starting place. This substantiates our observation but can be used only as an indicator as there are those who do start from the south end. This may be a reflection of:

1. Lack of knowledge of the area by users.
2. Road access to Mace Mill is easier than to the Swansboro area although both roads are paved.
3. Amenities are available in Georgetown which are not available in the Swansboro area.

QUESTION 4. Do you have special areas that are important to you? Any special trails?

Summary: The response reflected where most of the responders started from. Primarily the trails from Mace Mill to Bald Mountain are the most important to the user. Only one responder mentioned other areas such as Slate Mountain and Ballarat Trail. This appears to be fairly accurate representations of actual use patterns. Where the majority of people ride Mace Mill/Bald Mountain complex with a lesser amount who will travel to Ballarat and Slate Mountain. The important message is that the majority of people who responded like the Mace Mill - Bald Mountain area. Thouth they may have favorite trails they also have an overall concern for the total area itself.

QUESTION 5. When the trails and roads are muddy do you like to ride in the mud? Why do you like to ride on muddy trails? What would you do if you could not ride when it is muddy?

Summary: Any issue that will create conflicts between the rider and the Forest Service will be a lack of agreement on when the soil conditions are too wet to ride and when damage to the soil resource will occur. The responses substantiate this situation. But, it also indicates that even among the riders there are differences of opinion. The majority seemed to be reflected by the lines of the one responders who stated that riding a motorcycle is best when the air temperature is cool and the soil is damp enough to reduce the dust.

However, there are those who feel that mud is just another challenge and part of the recreation experience. But, it is the opinion of the author that the Forest Service and user could come to an agreement on what is too

muddy and manage the area well. The important item would be forewarning the biker (item 6 and 7) and being fair in enforcement.

QUESTION 6. What information would you like to know about the Rock Creek area before you arrive, i.e., weather conditions, location and difficulty of trails, etc.?

Summary: Responses indicate a need to provide up to date weather information at the ORV area. Information should include the local weather forecast, road conditions, snow depth, rain amounts and fire weather. This information needs to get translated into whether area will be open or closed or any specific closures.

Based upon the number of responses, information on trails themselves is not extremely important. There is some interest in maps of the area with degree of difficulty shown. There is a need to provide some directional signing. Only one respondent mentioned hazard signing. This may be reflective of the users need for some adventure and danger . Or, it may be more that the people who responded know the area very well and know the location of the hazards.

QUESTION 7. What media is best to provide information to you, such as brochures, telephone answering machines, radio spots, etc.?

The intent of this question was to find out what media form is best to inform the user. The problem again is how the question is worded and would need to rephrase this question to be more specific.

Summary: Whether the question could have been worded better or not, the user wants up-to-date information. One way is provide a telephone answering machine with current information on a day-to-day basis. The author assumes that this information needs to be kept current Thursday through Sunday morning. The caller needs to be able to obtain additional information or know when could call back to talk to a human being. It is important to remember that the public depends upon the Forest Service for accurate up-to-date information.

Brochures are the next most popular media. A brochure with a map is also desired.

Other media forms are the radio and newspaper. Local radio stations and newspapers could be given the information by Thursday of each week to help the public. Would have to be of general nature in papers and radio. The Sacramento Bee and KCRA Radio were mentioned by one respondent, but additional information is needed on specific stations and newspapers that will provide the service in the Auburn/Placerville/Sacramento/Sanfrancisco Metropolitan areas.

QUESTION 8. What makes the trails in the Rock Creek area interesting to ride? Is the narrower the trail the better? Are narrow trails through thick brush and trees important?

The intent of this question was to get a feeling for type of trail that interests the user.

Summary: This question related to Question 1 of the response letter. However, it does substantiate the need to maintain narrow trails through brush and thick trees. And, that variety in vegetation is as important as variety in challenge.

Responses of two people substantiate that beauty is in the eye of the beholder and that where views of the surrounding countryside are available they are important to the rider.

The responses indicate that roads are used only as a means to get to another trail. They are dangerous in that speed is increased and mixing with cars and four wheeled vehicles is dangerous. It is important to note that public information should inform both bike rider and car driver that the other may be on the road.

QUESTION 9. Is there a difference between trails for enduro runs and pleasure runs? What contributes to this difference?

The intent of this question was to learn whether there was a difference between trails for enduro runs and pleasure runs. Primarily whether it had anything to do with narrow trails, grades, etc.

Summary: It is unfortunate that the question did not give the responder enough information about the intent of the question. Also, after reviewing the literature the question was really unnecessary.

The respondants primarily related the difference to the skill of the rider. The more skilled the rider the less difference between enduro and pleasure runs. Therefore, what is pleasurable to a novice, or C rider, would be boring or too easy for the intermediate or advanced, B or A riders. Yet the C rider would also ride the more difficult trails that are more challenging for the B rider.

QUESTION 10. Timber sales are, and will be, occurring in the Rock Creek Area. What do you think should be done to coordinate timber sale activity and motorcycle activity?

Summary: It appears obvious that the biker wants their use of National Forest lands considered to be as important as logging. And, the majority feel that the timber sale and motorcycle activity can co-exist. They ask that trails be relocated during operations or relocated permanently around the logged over portion of the sale area. They also ask we warn them when operations are occuring in the area.

Two respondants asked that logging be restricted to non-peak motorcycle days. This could be done where we have heavy concentration of bike use when the operation is approved outside the normal operating season.

Voluntary Statements

The following lists the voluntary statements made by those people who submitted the response forms.

1. Establish trails on both sides of Mace Mill Ridge to minimize use of Mace Mill Road by youths and others (1).
2. Leave campsites as primitive as possible (1). No parking pads, restrooms, or garbage cans (8).
3. Relocate access road (Balderson Road) away from homesites (1, 8).
4. Develope information center (billboard type) (1).
5. Develop a map showing major feeder and connecting trails (1).
6. How about a cheap mimeopraphed sheet sent bulk rate for any "heavy duty" messages (2).
7. Do not attempt to restrict motorcycle riders further. Will create a new group of outlaws (4).
8. Where does money from Green Stickers go? To finance government efforts to end trail riding? (4).
9. Place a sign on Balderson Road near Georgetown Divide PUD ditch telling riders to park elsewhere. This would reduce riders "blasting" by the private residences between this location and Mace Mill Road (6).
10. Best improvement would be trail marking-level of difficulty and mileage to important destination (&7).
11. Construct easier routes around tough spots so a group of people with differing abilities could ride on same trail (7).
12. Spread people out to lesser used trails, thereby reducing impact on the 5-10 trails that are used most (7).
13. Install few well placed firepits and flatten some more areas for group use on Mace Mill (8).
14. Repair Mace Mill Road clear to the end (8).
15. Construct a staging area in the Soapweed/Slab Creek area (8).
16. Repair following trails:
    a. Martin Trail (Sec. 10, T. 12 N., R. 11 E.) (8)
    b. Rock Creek Crossing (8, 10)
    c. Close Horrendous Hill (Sec. 33 and 34, T. 12 N. R. 11 E.) to all traffic except downhill (8)
    d. Tobacco Gulch Trail-repair rutted portions (8)
17. The environment must be protected. Code of Federal Regulations should be more available to users of Federal lands.
18. The following people provided their name and address to be involved with the planning process or information: (asterisk indicates that responder wants to help)
    a. Allen Hansen
       6227 Wedgefield Way
       Orangevale, CA 95662

b. Gene Cornthwaite*
7576 Watson Way
Citrus Heights, CA 95610 (916) 725-8668

c. Kim and Roberta Proctor*
819 N. Street
Rio Linda, CA 95673 (916) 991-0416

d. Ken Lewandowski*
664 Fleming Avenue East
Vallejo, CA 94591 (707) 552-4478

e. Bob Hampton
6635 Spoerriwood Court
Sacramento, CA 95828 (916) 427-6082

f. David E. Morris
200 N. Hillbrook Road
Auburn, CA 95603

g. Mark Ryan
(member of Sacramento Jammers) (916) 334-4291

h. Michael Ziaja
2542 Tennat Way
Rancho Cordova, CA 95670

A meeting to discuss motorcycle use in Rock Creek area, Georgetown Ranger District was held on December/5, 1984. In attendance at the meeting were:

Name	Representing	Address	Telephone
Brian Peters	CERA	1718 Edsel Dr. Milpitas, CA	408-262-3351
Nick Collin	Dirt Digger No. MC	P. O. Box 338 Orangevalle, CA	916-485-0441
Ralph Adams	TBSA	2493 Sandpiper Cameron Park, CA	916-677-3203
Jay Whitehead	TBSA	10011 Vanguard Dr. Sacramento, CA 95827	916-362-7493
Bob Wood (Telephone Information)	Sacramento Jammers	7100 Raintree Dr. Citrus Heights, CA 95621	
Kirby Schwinck	USFS	Georgetown R.D.	916-333-4312
Arthur Allen	USFS	Georgetown R.D.	916-333-4312
Paul Matter	USFS	Georgetown R.D.	916-333-4312

The objective of the meeting was to discuss concerns users and Forest Service have about the ORV use in the Rock Creek area. A brief introduction was given basically informing the attendees what direction the Forest Service was headed i.e. using "Green Sticker" monies for trail reconstruction, toilets, parking spurs and other developments.

A response form was given out (see attached) and items were discussed. A summary of the input follows:

Notes from meeting on December/5, 1984 concerning motorcycle use in the Rock Creek area.

WANTS

1. Answer machine 24 hours weekends and nights. Report weather closure information.

2. Fix Balderson Alternate
   Relocate - at private residence dust problem.
   County Road
   Public contact to agency (County)
   Also fix County road - Mosquito Mud Hole
   Pave Mace Mill Road
   Pad, toilets not needed
   All weather route organized
   Group will use - privaters will go everywhere
   Don't want over policing
   Need knowledgable enforcer - don't need vengeful police force - camp areas need policing not trails.
   Billboards with trail rules and information
   Downhill trails need signs
   Want passive enforcement (information not tickets)
   Don't want "don't do" signs; want passive signs.

USE

1. Do not expand use in existing area.

2. Open new or adjacent area
   More intermediate - beginner trails especially across Rock Creek
   Start-finish needs work
   Ballarat Trail needs easy route available both sides
   Location signs good backbone trail system
   Skill level sign - not needed on most trails
   All weather route like mud hellava lot of fun

ROCK CREEK TRAIL SYSTEM

1. Has wide variety of trails and kinds of trails, large number of trails.

2. System needs maintenance and expanding not physical improvements such as toilets, etc.

LOGGING IMPACT

Trails are on old log roads - get cleared for new logging sale.

Timber sales - maps sent to user group
Group respond with recommendations - together, groups - FS make plan and put plan into timber sale before timber sells.

Bald Mtn. to Rock Creek Trail is scheduled for road needs - plan for reestablishment - This is a priority trail.

Need scheduled regular meeting between user groups - FS - immediate trail problems

Janurary 19, Saturday, 12:00 noon----Next Meeting.

Reply to: 2350

Date: February 12, 1985

Bob Wood
7100 Raintree Drive
Citrus Heights, CA 95621

Dear Mr. Wood:

The second meeting to discuss motorcycle use in the Rock Creek area, Georgetown Ranger District was held on January 19, 1985.

The meeting was attended by the following:

Nick Collin, Dirt Digger MC; Jay Whitehead, TBSA; Kirby Schwinck, Forest Service; Ken Bivin, Forest Service; Arthur Allen, Forest Service.

The objective of the meeting was to continue to discuss concerns about ORV use in the Rock Creek area. Completed response forms were discussed and generally summarized.

The notes from the meeting follow:

1. Green Sticker Update
Balderston alternate was looked at with the County and the Mud Hole on Mosquito has been looked at. Will be included in next Letter of Intent.

2. TSBA
Mostly rides Bald Mountain/Mace Mill. Would like to see staging area at Soapweed or southern end. Same for Dirt Diggers.

Response Forms

1. TBSA-one response, close during muddy season.

2. TBSA-all others did not want complete closure.

3. Need to identify backbone trails good for all weather. They're tied to travel plan and ground conditions. Expend more dollars and time on these. Emphasize good signing.

20-30 vehicles for day; 6-7 camp overnight; average three riders/vehicle; TBSA and Dirt Diggers; Sunday lots.

Bald Mountain, Bear Creek, Mace Mill and Crosier Loop need billboards at each staging area particularly during winter weather.

Enduro Problems Versus Other Use

-One problem with flagging road crossing one time only
-Re-establish trails after logging or realignment. Maintain trails
-Want answering machine 24 hour service. Very local service good for all users
-Green Sticker dollars for local radio - check media
-Signing: sign backbone trails-hopefully loop trails; whatever goes up will probably come down; possible 3" x 3" post routed; does not have to be consistent with other areas
-Rock Creek better riding than Foresthill due to the variety. Like independent feeling not being told skill level
-Tobacco Gulch trails need work
-Martin Trail same, check crossing. Not recommended for inexperienced TBSA
-Rebuild or realign Sugarloaf Trail, need for signing
-Trail out of private land in Silver Creek downhill
-Mace Mill west not too bad for getting out of trouble
-TBSA Mace Mill east to Bald Mountain is much tougher
-TBSA Clubs should do own policing, cleanup, speed in camp, etc. Area damage meadows, etc.
-Have to work with all clubs to encourage self policing and educate users
-AMA District 36-two local representatives
-Ray Hinson, Greenwood Road Official in District
-Need to work on crossing on Rock Creek, Harficks, Slate Mountain old road crossing
-Martin Trail needs improvement for family ride-check Unit 23 in Rock Creek project
-Biggest thing TBSA Club meeting re-establish and maintain trails, protect from sale activities
-Timber sale process--E.A. is three years ahead. Kirby explains process. Protect, operator cleanup, realign. Use SAI funds for work
-Need to get backbone trails on system
-Problem Forest Service notifying users of hazards, closures. Possible solution is post map, etc., at information boards. Notify clubs. Basically, need to coordinate more closely with clubs, etc., on the ground hazards, etc. Also need to work during sale prep stage

TBSA has telephone committee if quick response needed. Would be willing to contact other Chapters, TBSA Bay Area New Years and Memorial Day event.

-Dirt Diggers and Jammers want cross country race speed contest. Would promote "races" - need to check Forest Service policy statement for this type of event
-Race no different than enduro

-Ray Hinson set up one in Greenwood area on private land
-Coulterville-BLM and check if Forest Service ground involved
-Need starting area, 30-100 bikes start all at same time
-Maximum draw for cross country race 200
-Sierra Treasure Hunters 4WD Club
-Rock Creek crossing Slate Mountain Mine Road consider for 4WD
-Age up to 77 years old, 8 and 9
-Staging area Soapweed area, 30-35 trailers, etc., stay together, check Mace Mill area. Flat--nothing fancy.

NEEDS

*Identify backbone trails, clubs work together with Forest Service. Clubs propose trails - CERA lead?

*Identify trail needs, prioritize, need to look at ground. Show on map and identify closed. Again, mileage from CERA and needs

Forest Service to begin next month.
*Coordinate Rock Creek and Bald Mountain sales.
Check policy statement on racing

1. Next meeting on ground to discuss trail needs for now and Mace Mill Staging area on 2/23? with 3/2 as a rain date. Meet at Mace Mill at 0800.

   3/16 and 17 TBSA outing. Bald Mountain Road-north trail and road.

2. Backbone start identifying.

Check on Rock Creek Sale and Mace Mill Road Coordinated.

KIRBY W. SCHWINCK
District Ranger

Reply To: 2350 - General Environment Area Date: January 30, 1985

Subject: Meeting with Ray Hinson
AMA District 36 Representative

To: Files

I met with Ray to bring him up to date on where we are at with the planning and input concerning Rock Creek ORV area.

Ray is actually Cross Country Competition Steward fpr District 36, but since he rides in Rock Creek and has been involved in enduros here he is interested in being involved. He will also contact Charles Morgan, District 36 Enduro Steward for future involvement.

Ray is interested in perpetuating the sport but seems to recognize the need for resource protection. He discussed one trail on Bald Mountain that needs closing as it is too steep. He seemed to feel that parts of Rock Creek area might need to be shut down for rehabilitation and rest.

He prints a newsletter every week that goes to 5,000 people. He provides information to riders through this newsletter.

He feels that the 3-wheelers and new 4-wheelers are the coming thing and we need to be prepared for them.

He is concerned about clubs sponsoring enduros not running on the location approved by the Agency. He is also concerned about the after-riders. Those riders of an event who tell their buddies and come ride the same course the next several weekends.

He gave me a booklet on the rules of putting on events under District 36 rules.

He will attend our meeting on March 2, 1985 at Mace Mill. We will have to put him on our contact list.

KIRBY W. SCHWINCK
District Ranger

This letter is being sent to other dealers in El Dorado and Placer counties.

Please respond by March 1, 1985 by writing your answers on this letter and returning in the enclosed stamped envelope.

If you have any questions, please call Art Allen or me anytime.

Sincerely,

KIRBY W. SCHWINCK
District Ranger

Enclosure (1)

United States Department of Agriculture | Forest Service | Georgetown Ranger District | 7600 Wentworth Springs Rd. Georgetown, CA 95634 (916) 333-4312

Reply to: 2350

Date: February 21, 1985

Lambs, Inc.
404 Lincoln Way
Auburn, CA 95603

Dear Sir:

The Georgetown District, located in the Northwest corner of the Eldorado National Forest, is in the process of developing a management plan for motorcycle use in the Rock Creek area. Because this area is heavily used by motorcycles and three wheelers, State Off-Highway Vehicle Funds will be spent for improvement of this area. It is important that the ORV use of this area is managed to be commensurate with the natural resources such as soil, timber, water, minerals and wildlife.

Since you come in contact with the riders I would like to determine whether you:

1. Have personal knowledge of the ORV motorcycle trails in the Rock Creek area?

2. Are interested in the management direction of this area by the Forest Service?

3. Would be willing to help the Forest Service in educating the user in minimizing the impacts of ORV use in this area?

4. Would be interested in meeting to discuss these and other issues?

Reply To: 2350 GENERAL FOREST ENVIRONMENT Date: 3/12/85

Subject: ROCK CREEK ORV MGMT. AREA-CONTACT WITH HENRY ALDEN, MICHIGAN-CALIFORNIA LUMBER CO. 3/12/85

To: FILES

THE FOLLOWING SUMMARIZES THE ITEMS OF OUR DISDUSSION:

1.HENRY PREFERS THAT THE EAST BOUNDARY BE DELINEATED ON PUBLIC MAPS AS THE MUTUAL PROPERTY BOUNDARY RATHER THAN THE SAND MOUNTAIN BLVD. THAT I HAD PREVIOUSLY MARKED ON THE MAP THAT WE WERE WORKING WITH. HE FEELS THAT IF THE MAPS SHOW THE BOUNDARY IN THIS MANNER THERE WOULD BE LESS CHANCE OF THE PUBLIC TRESPASSING ON THEIR LAND.

2.HENRY AGREED THAT THERE WOULD BE A POSSIBILITY OF ACQUIRING RIGHTS-OF-WAY ACROSS THEIR PROPERTY IN SECTIONS 1 AND 3, T11N,R11E,MDB&M. HOWEVER, HE WOULD LIKE TO REACH AN AREEMENT ON THE ACCESS TO THE SOUTH SHORE OF STUMPY RESERVOIR IN TRADE.

3.MICH-CAL IS NOT INTERESTED IN HAVING ANY PUBLIC USE ON THEIR LANDS,PARTICULARLY, MOTORCYCLE OR FOUR-WHEEL DRIVES. THEREFORE, ANY DISCUSSION OF ACQUIRING ROW ON ANY OF THEIR LAND OTHER THAN MENTIONED IN ITEM 2 ABOVE IS FRITLESS AT THIS TIME.

4.ANY MAPS THAT THE FOREST SERVICE PRODUCES SHOULD NOT SHOW ANY ROADS ON THEIR LAND EXCEPT,THOSE ROADS THAT ARE PUBLIC ROW.

KIRBY W. SCHWINCK
DISTRICT RANGER

Reply To: 2350 General Forest Environment Date: March 12, 1985

Subject: Discussion with Jack Anderson, Georgetown VFD Chief Regarding Rock Creek ORV Area

To: Files

Jack's comments and input is summarized as follows:

1. Radios

Communications between Forest Service and Rescue Unit are very important.
- Will have County Fire radio in Patrol 322 vehicle.
- He is concerned about medical emergency for motorcycle same time wild land fire and need for good communications between medical on County and Fire on Eldorado Dispatch.

2. Jurisdiction

a. The central portion of the Rock Creek Area is not with any Volunteer District (need a map of this). Will respond through mutual aid.

b. Three Districts involved:
   1. Georgetown - Dispatched throughh El Dorado County
   2. Mosquito - Dispatched through El Dorado County Dispatch
   3. Garden Valley - Dispatched through CDF/FS - Emergency Command Center at Mt. Danaher.

c. Response should be in relation to trail heads, ie, Mace Mill, Bald Mtn. But County does need to develop response cards for the area.

3. Need to coordinate maps of the areas. Need to get our maps to Joe Murphy to fill in gaps on their map. Use contour map and F.S. maps. Get our maps to them as they change.
Need include response card for that area.
They use "Honeycutt Atlas" for roads in County.

4. Notification of Events

Permittee should be responsible for contacting Agency.
Be put on mailing list.
Be notified of all events in area.

5. Medical Services

a. They need to have communications with Fire Districts. This could be done through County EMT equiped with County radio. Does not have to be ambulance.
b. Their ambulance can come with Basic or Advanced Life Support.
c. Helicopters:
    1. Contact with California Highway Patrol.
    2. Also with UCMCD "Life Flight", University California Medical Center, Davis.
    3. Needs to identify helicopter landing sites and trailhead sites.

6. For Rider Info in Brochures and at Trailhead

a. Identify nearest telephones
b. State that 911 system in County - no change
c. Instructions to rider: (1) if victim can be moved get to a travelled road (2) if not be sure to look for landmarks, clock distance between road junctions, etc. to get rescue paeople back to injured party. Don't panic,. Know where you are!

7. Search and Rescue (In charge of Sheriff)

Medical evacuation in canyons - will send a vehicle and 2 men only.

Sheriff takes lead - who can request Growlersburg, etc.

KIRBY W. SCHWINCK
District Ranger

Reply To: 2350 GENERAL FOREST ENVIRONMENT Date: 3/13/85

Subject: ROCK CREEK ORV MAGMT.AREA-CONTACT WITH EL DORADO COUNTY SHERIFF DEPT. 3/12/85

To: FILES

On March 12, 1985, I met with Undersheriff, Captain Don McDonald to discuss management concerns relating to the Rock Creek Area. The following summarizes the items discussed:

1.The sheriff had no concerns about "street legal"problems that existed today. We agreed that all County roads would be patrolled for this requirement. The Forest Service roads could be patrolled under the Co-op Law Agreement and the local beat deputy would have to be shown which roads would be involved. I explained which roads that I was considering to waive the requirement but, he did not know the area well enough to be able to give any feed back.

He did say that any motorcycle that is being hauled in the back of a pick-up or an a trailer must be on a State or County road must be registered with DMV.The registration is to be either street license or off-highway sticker. If a person is stopped on the highway without proper registration they are subject to a citation.

2.Search and Rescue is the responsibility of the County Sheriff.The Dispatching to the Rock Creek area is a problem for the deputies because there are no run cards set up for the area. And the deputies do not know the area. Communications between the sheriff deputies and the Forest Service would be of great help in a search and rescue situation.

Ambulances will generally be dispatched to the trailhead closest to the accident. Based on past experience, the ambulance drivers should be given a orientation of the area on an annual basis. This would save time and would allow them to become familiar with the roads.

3.Captain McDonald suggested that information on the 911 number and where the closest phone was located be placed on all the information signs at the trailheads. Further, our handout material should emphasize to the user that when an injury occurs to be sure they can lead the rescue party back to the injured person.

4.The County Dispatcher is no longer operating under the Sheriff, but a County Communications Officer. To coordinate the dispatching in to the Rock Creek area I will need to talk to him. He is just taking office and he is very new to the County.

KIRBY W. SCHWINCK
DISTRICT RANGER

Reply To: 2350 General Forest Environment Areas Date: March 24, 1985

Subject: Meeting with Swansboro Home Owners Assoc. Board of Directors on 3/23/84

To: Files

The following are the comments received as a result of my presentation on Rock Creek ORV area:

1. There was concern about increasing traffic on County roads. Particularly on the Rock Creek Road and Mosquito Roads that are very narrow and do not receive consistent maintenance by County crews.

   I expressed the need for them to realize that the 25% fund is to go to school and roads and they should look into the lack of maintenance.

2. There was a concern about information signing outside the Forest boundary to tell the user where the National Forest is and parking areas. There are some problems with visitors parking on Mosquito Road and blocking traffic.

   NOTE: The landowners would have to post their property but the Forest Service should look at signing and other information processes to help the public get where they are going and to reduce chances of trespass.

3. One person asked that there be some symbol established that would designate dead end spur roads(a tag on tree or similar system). He was referring to riding horse back on these roads and apparently did not like ending up at a dead end and have to retrace his steps.

4. One person asked about going behind the gates by foot or horseback. These are gates that were put in through Yankee John Timber Sale. I told him there was no restriction foot or horse travel unless so stated on the sign.

5. The private land owners are having trouble woth local youngsters cutting through lots and on roads. They probably need a play area.

KIRBY

Reply To: 2350 General Forest Environment Areas Date: March 24, 1985

Subject: Rock Creek ORV Area-Meeting with Mosquito Volunteer Fire Department on 3/23/85

To: Files

The following summarizes comments presented by Mel Guthrie and two other volunteers:

1. Emergency rescue was a primary concern. Getting good instructions where person located is most critical

2. Mr. Mel Dean, who is with the Fire Department is putting together some maps of Mosquito Fire District. The Department is having their district flown for aerial photo coverage. These will form a basis of their contour map of District. Photos to be at 1:12000.

3. The District is just starting into the ICS Location System. There was a strong concern about the dispatcher being able to properly dispatch into Rock Creek, but they recommend that tie all agencies into a common system.

KIRBY

Reply To: 2350 General Forest Environment Areas Date: March 22, 1985

Subject: Rock Creek ORV Area-Input by Don Guidici, 3/22/85

To: Files

On 3/22/85 I talked to Mr. Don Guidici by telephone (333-4001) regarding concerns about motorcycle activities along Balderston Road that accesses Mace Mill. Don lives in the first residence to the right past Balderston Corral.

His expressed concerns were:

1. The El Dorado County does not properly maintain the Balderston Road in relation to the amount of use.

2. There is a problem with kids from adjacent lands doing "wheelies" and "brodies" on the main road. These kids are generallp not old enough to ride on County roads. Basically it is the same five kids.

3. The local riders come from private land on Tipton Hill area along a trail that crosses the head end of Tobacco Gulch (in the Balderston Plantation on National Forest land) and then use Balderston Road.

Other information is that he is interested in bidding on trail maintenance contracts. He is on the bidders list at the S.O.

KIRBY

Reply To: 2350 GENERAL FOREST ENVIRONMENT Date: 4/8/85

Subject: ROCK CREEK ORV MANAGEMENT AREA-CONTACT WITH BILL BROWN,LAND OWNER ON BALDERSON ROAD

To: FILES

I met with Mr. Bill Brown, a full time resident at 9011 Balderson Road, Georgetown, Ca on 4/8/85. His telephone number is 333-4166.

The purpose of our meeting was to discuss his concerns about the motorcycle use of Mace Mill Area. His first concern was the dust from vehicle use of Balderson Road. He stated that pick-ups would drive fast on the road past his residence. Also, people with bikes would off-load at the pullout by Balderson Corral and ride their bikes back and forth on Balderson Road.

He recommended that Balderson Road be surfaced or relocated further east to the alignment of the existing by-pass road. He also recommended that signs be placed at the pull-out next to Balderson Corral to inform riders to off-load at Mace Mill.

Mr. Brown also mentioned that until the past year, there were times when young riders from adjacent private land would use Balderson Road as part of their race course. The problem was the noise and the dust. But , it has not been a problem lately, but it does need to be considered in our planning.

Kirby W. Schwinck
District Ranger

Reply To: 2350 General Forest Environment Date: March 27, 1985

Subject: Rock Creek OHV-Contact with Ida Edalgo

To: Files

Discussed the Rock Creek OHV area with Ida Edalgo on 2/14/85.

She stated that one group camped on Duncan Creek area but did not bother her. Her concern was primarily the use of the road immediately east of her residence. This may require an alternate route to the east side of the ridge if any trail is planned off the end of Harricks.

/S/

KIRBY